

EXCHANGE:
Closing Quotations—
T.T. London 24/11/17.
On Demand 24/11/17.

The Hongkong Telegraph

(ESTABLISHED 1881.)

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November 15, 1917. Temperature 6 a.m. 66 2 p.m. 74
Humidity 40 36

November 15, 1917. Temperature 6 a.m. 56 2 p.m. 67
Humidity 57 41

WEATHER FORECAST.
FAIR.
Barometer 30.00.

7804 日一初月十

THURSDAY, NOVEMBER 15, 1917.

四拜禮 號五十一月一十英港香

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REUTER'S TELEGRAMS.

THE RUSSIAN UPHEAVAL.

A GREAT TRIUMPH FOR M. KERENSKY.

Dramatic Overthrow of the Leninists.

London, November 14.
Reuter's correspondent at Stockholm says the Swedish Agency learns from Haparanda that M. Kerensky has entered Petrograd and that the majority of the troops joined him.

The Report Doubtful.

London, November 14.
Doubt exists regarding the significance of the Stockholm message reporting the arrest of M. Kerensky. The word which was given as "arrested" actually reached Reuter's as "arrested." Reuter has requested a repetition of the original message.

M. Kerensky Welcomed.

London, November 14.
Reuter's correspondent at Stockholm states that the message has now been repeated and reads:—"M. Kerensky entered Petrograd, where the majority of the troops joined him."

M. Kerensky Well Established.

London, November 14.
The Leninists are holding out in only a small part of Petrograd; otherwise, the whole of Russia is in the hands of the Provisional Government. General Kaledin is Dictator in Southern Russia. Orders of the Provisional Government are being signed by M. Kerensky, General Korniloff and General Kaledin.

The Allied Embassies are now in touch with M. Kerensky. Cossacks have destroyed the Red Guard, which was the chief Leninist Regiment.

The population of Petrograd is now tearing down Leninist proclamations.

M. Kerensky Controls Petrograd.

London, November 14.
Reuter learns from an authoritative source that M. Kerensky now controls Petrograd. Moscow is the Headquarters of the Provisional Government.

THE FRENCH POLITICAL CRISIS.

Great Excitement in the Chamber.

London, November 14.
M. Painlevé, the French Premier, in concluding his speech before the French Chambers (the first part of which appears in our earlier telegrams), referred to the immense American resources and said that the Allied nations would soon be able to complete the armament of the new armies and simultaneously develop the aerial services. The German dream of defeating the Allies by the destruction of tonnage had vanished. There were difficult months ahead, but, asked the speaker, who feared to face them now?

The Chamber then passed a vote of confidence, on a motion relying on the Government to assure complete unity of Allied diplomatic and military action on all fronts.

M. Painlevé's subsequent demand for a postponement of the debate on the interpellations on judicial affairs till after the Inter-Allied Conference, led to great excitement and was defeated, although M. Painlevé had made it a question of confidence.

Foreign Policy Unaffected.

London, November 14.
Reuter's correspondent at Paris states that the overthrow of the Ministry was directly due to M. Painlevé's disinclination to afford a date before November 30 for interpellations on the Government's internal policy, particularly with regard to the scandals caused previously. This resulted in such parties as the Extreme Left and Right joining the forces against the Government.

The names of M. Clemenceau, M. Viviani, M. Barthou and M. Pams have been mentioned for the Premiership. All the newspapers lay stress on the fact that foreign policy is not at issue.

THE WESTERN FRONT.

Enemy Attack on British Positions.

London, November 14.
Field Marshal Sir Douglas Haig, in a report, states that the enemy yesterday afternoon attacked our positions on the high ground north of Passchendaele, but was completely repulsed.

The Artillery Battle.

London, November 14.
A French communiqué states:—"There is great reciprocal artillery firing on the right bank of the Meuse."

THE QUESTION OF INVASION.

London, November 14.
In the House of Commons, Mr. Bonar Law, replying to Mr. Lynch, stated that the War Cabinet had considered all the possibilities of invasion. Britain had every confidence in Lord French.

THE ITALIAN FRONT.

London, November 14.
A German wireless official message states:—"We stormed the snow-clad hill positions east of Asiago and armoured works on Monte Luser. We have captured Primolano and Feltre."

NAVAL AERIAL RAIDS.

London, November 14.
The Admiralty announces:—"The Air Service last night carried out numerous patrols. There were several engagements, in which one enemy machine was destroyed and three were driven down being out of control. We bombed Houthave aerodrome, directly hitting sheds. All our machines returned."

ITALIAN SHIPPING.

London, November 14.
During the week ending November 11, the Italian shipping arrivals were 384 and the sailings 353. There was one vessel sunk, this being a sailing ship of over 100 tons.

REUTER'S TELEGRAMS.

A BRITISH POLITICAL SENSATION.

Mr. Lloyd George Accused of Aspiring to Military Dictatorship.

London, November 14.
Mr. Lloyd George's Paris speech has created a tremendous sensation. The House of Commons is taken by surprise and is disposed to be critical. The speech is interpreted in some quarters as betokening a desire by the Premier to interfere with the military leaders; hence it is hoped that Mr. Lloyd George will make an explanation correcting this impression. Much interest is displayed in Mr. Asquith's attitude, but the latter's friends declare that at present he is not seeking the Premiership.

The Daily Telegraph refers to the political atmosphere of suspicion and denounces the attempt which it alleges is being made to bring down the Lloyd George Administration.

The Morning Post says that a study of the speech confirms the worst fears that Mr. Lloyd George really intends his Political Council to direct Allied strategy, and warns Mr. Lloyd George that he will have a spill if he interferes with General Sir William Robertson and Field Marshal Sir Douglas Haig.

The Daily Chronicle's Lobbyist learns authoritatively that the speech was not actuated by hostility to General Robertson and Sir Douglas Haig.

The comment of the Daily News is in the strongest language and denounces "the unparalleled crime of encouraging the enemy and depressing ourselves by the shameful slur on the dead in the travesty of the battle of the Somme." The journal declares that Mr. Lloyd George, having disposed of his political rivals, proposes to make himself Military Dictator. The Daily News' Lobbyist says it is difficult to ignore the long current reports of controversies between Mr. Lloyd George and General Robertson and Sir Douglas Haig. He says there were rumours yesterday that the members of the Army Council had sent in their resignations.

The papers publish a letter from Mr. Philip Sassoon, Sir Douglas Haig's private secretary, to the Mayor of Newcastle, exhorting the people of England to refuse to be diverted from the steady and relentless progress of the British armies in Flanders, which is the outstanding feature of the war, declaring that nothing the enemy can do on other fronts can prevent his ultimate defeat.

The Daily Mail says that the speech is bold and candid, but there were many passages a Premier should have suppressed because of the lack of wisdom of representing an opinion and not a fact.

The Times says that Mr. Lloyd George's object is absolutely sound but not his review of past events, especially his unfortunate suggestion that all the past efforts of the Allies were untrue or wasted.

The Premier's Explanation.

London, November 14.
In the House of Commons, Mr. Asquith, amid cheers, asked what were the functions of the proposed Inter-Allied Council, particularly of its Military Staff, and whether it was proposed that the Council should have power to interfere with and over-ride the opinion of the General Staff at home or the Commander-in-Chief on the field on matters of strategy; whether the Military Staff of the Council would have its own Intelligence and Operations Departments; whether the ultimate decision regarding the distribution and movement of the armies would rest with the Council or the Governments represented thereon; and whether there would be an opportunity to discuss the proposed arrangements and Mr. Lloyd's statements at Paris in connection therewith.

Mr. Lloyd George, replying, proceeded to read the terms of the Franco-Italian-British Agreement creating the Allied Supreme War Council. The first clause states that the Council will be composed of the Prime Minister and a member of the Government of each Great Power whose armies are fighting on the Western Front. The extension of the Council's scope to other fronts is reserved for discussion with a Great Power concerned. The second clause says that the Council's mission is to watch over the general conduct of the war, to prepare recommendations for Government decision and to keep itself informed of their execution and report thereon to their respective Governments. The General Staff and Military Commands of the Armies of each power remain responsible to their respective Governments, while general war plans drawn up by competent military authorities are to be submitted to the Supreme War Council, which, under the authority of the Government, ensures their concordance and submits any necessary changes. Each Power delegates to the Supreme War Council one permanent military representative, whose exclusive function is technically to advise the Council. The Military Representatives will receive from the Government and competent military authorities of their country all proposals, information and documents relating to the conduct of the war. The Military Representatives will watch daily the situation of the forces and the means of every sort of which the Allied and enemy armies dispose. The War Council will meet normally at Versailles at least once a month, but might meet at other agreed places according to circumstances. The Permanent Military Representatives and their Staffs have been established at Versailles.

Mr. Lloyd George said that from the foregoing it was clear that the Council will have no executive power and that final decisions on matters of strategy and distribution in the movement of the various armies in the field would rest with the Allied Government. Therefore there would be no Operations Department attached to the Council. The Allies' object had been to establish a central body who would continuously survey the field of operations as a whole in the light of information derived from all fronts, by all Governments and Staffs, and co-ordinating plans prepared by the different General Staffs and, if necessary, making its own proposals for the better conduct of the war.

The Government proposed to set aside November 19 for a discussion of the subject and also for a discussion of the Paris speech.

The One Need.

London, November 14.
From a mass of comment by the French Press on Mr. Lloyd George's speech, mostly favourable, there emerges one definite note—that unity of command is what is mainly needed.

REUTER'S TELEGRAMS.

EARLIER TELEGRAMS.

THE NEW ALLIED WAR COUNCIL.

London, November 14.
M. Painlevé, in a statement to both Chambers covering the present situation, said that how the Italian north-eastern front had been broken in, was still obscure. British contingents at present are spreading beyond the Alps. He confirmed that there was no doubt that the United States would join the Supreme War Council. Negotiations as regards other fronts would be conducted with Russia and Japan. The purpose of the Council was to shape the General War Policy of the Allies, adapting plans to the resources available in order to ensure the most powerful results. A permanent general staff would be the Council's central intelligence organ and technical adviser. Decisions of the Council would embrace the fields of battle as a whole and be subject to ratification by the respective Governments. The scheme was not necessarily the final step. Critics were already demanding a single command. He was of the opinion that the War Council might lead thereto. The British and Italian Governments regarded the Council as an immense step forward, whereupon others may follow. The preliminary agreement just reached between the two Commanders-in-Chief for the extension of the British front would be carried out at an early date. Britain and France had just concluded a most important economic agreement aiming at the fullest co-operation as regards provisioning the Allied countries, which in future would constitute a single country as regards food-stuffs and indispensable imports. "Provided we discipline ourselves and are ready to impose upon ourselves sacrifices and restrictions similar to those which the people of Britain are going to impose on themselves, all fear of a sudden crisis will be averted beforehand. In country must be prepared for these further restrictions in order to release tonnage for the transport of the Americans."

The following is the text of M. Painlevé's reference to the extension of the British front:—"Another military problem urgently demanding attention is extension of the British front. A preliminary agreement just reached between the two Chief Commanders will be carried out at the earliest date, which it is inadvisable to specify. Moreover the victory of the Allies, one of the most brilliant of the war, places some divisions at our disposal, but in view of present military developments there can be no question of removing fresh classes from the front. Germany is attempting a desperate effort with all available forces to obtain a showy victory before the end of the year. The enemy's supreme effort must be met with a supreme effort without abandoning a scrap of our military strength."

FRENCH POLITICAL CRISIS.

London, November 14.
According to Reuter's Paris correspondent, the Chamber has passed a vote of confidence in the Government by 260 votes to 132.

A Request Refused.

The Chamber's vote of confidence related to diplomatic and military policy, but when the Government requested a postponement of the interpellations on various scandals now before the Law Courts the Chamber rejected the request by 277 votes to 186.

The Government Resigns.

Later.
The Government has resigned.

OUR SUCCESSES IN PALESTINE.

London, November 13.
General Allenby, describing the operations up to Thursday, says:—"The Turks on the 27th ult. made a strong reconnaissance with two regiments of cavalry and 3,000 infantry south-westward of Tel-el-Sheria. The London Yeomanry Brigade, holding an outpost covering the railroad, fought gallantly until the arrival of infantry, when the enemy was repelled with great loss. The Londoners as dismounted Yeomanry made a dashing attack on the 31st ult. and gained the whole of the first line defences of Beer-sheba, the fighting lasting all day. The Turks in the evening held the trenches a mile to the eastward. The Fourth Australian Light Horse charged these, which were eight feet deep and four feet wide, and galloped over them, ending all resistance. Tanks successfully co-operated with the Scottish and East Anglians in capturing the Gaza first line defences. Two Turkish divisions repeatedly attempted to cut off the Beer-sheba water supply. Our troops, including Welsh and English county regiments behaved splendidly and beat off the enemy, inflicting enormous casualties. All the troops have shown a determined fighting spirit. The staff work was good, whilst the co-operation of the Naval forces was of greatest value. The prisoners counted to Saturday night numbered 5,594, of whom 228 were officers."

THE STRUGGLE IN ITALY.

London, November 13.
A German official message states:—"We have captured further high positions southward of Sugana Valley."

London, November 13.
Reuter's correspondent at Italian Headquarters, telegraphing on the evening of November 12th, states:—"The troops occupying the regions of Carnia and Codore succeeded in retiring with small losses and rejoined the main army, whose new line runs from the sea to the slopes of the Alps. Thence following the slopes it ascends the Brenta River and traverses the Sugana Valley, the total length being fifty miles, against which the enemy is now directing four armies. The southernmost is commanded by Von Bulow. The next northwards is Boroerick's army. Krobatin is commanding in Cadore, while Hoesendorf is endeavouring to break through in Trentino. All depends on the amount of pressure the enemy is able to exercise. It is stated that the enemy reserves hereabouts are imposing and constantly increasing. An Italian official message states:—"We repulsed a strong attack on the Asiago Plateau, after a desperate struggle inflicting serious losses. We captured an enemy detachment westward of Asiago, releasing some of our men. The enemy is in contact with our lines from the Brenta to the lower Piave. The enemy by means of large boats crossed the Piave, establishing a bridgehead at Zenson. We counter-attacked, repelling them towards the river bank."

(Continued on page 2.)

CARPENTIER ON GERMAN.

Boxer's Opinion of Germany's Crimes.

Georges Carpentier, is doing well as a member of the French Flying Corps. He has recently been sent to America as an instructor. The World special correspondent with the French Army recently interviewed the champion boxer, and got from him these interesting notes:—

"This war is a fight to the finish, the winner the party who can deliver the knockout punch. And the league of nations fighting Germany has it. Not that I mean to have you think that Germany is now completely exhausted, and is on the point of dropping in her corner and taking the count. But she is like the boxer who, after a long period of training, steps into the ring, strong and resourceful and scores points one after the other, only in the end to drop from the one smashing blow of his opponent, who has waited the time when his strength would be greater."

"We are now facing the fighting, and Boches are gradually giving way as our powerful attacks show them only too plainly that we are the stronger. I, as an aviator, see and know our superiority just as well as I know how matters stand when I am in the ring with a boxer who gives way at every step I take, at every blow I deliver. The English and the French soldiers in the trenches know it—know that the prize of victory will be theirs—and this knowledge in itself means added strength. On the battlefield this confidence is the moral of winning; in the ring it is the spirit that puts new life into tried muscles."

"Just as long as there is a German to be knocked out I am going to fight—unless a German bullet makes me take the count. The German aviators as a whole are clean fighters, but the Boche soldier, the Boche officer, break the rules of warfare continually. Similar dirty tactics in the ring would not be tolerated by any group of boxing spectators in the world. The Boche, not satisfied with hitting his opponent below the belt, strikes over the ropes at the weak and innocent non-combatants. Every French soldier feels as I do. We feel that the German, from the soldier in the trenches to the Kaiser, must be punished for their 'dirty work', to use the favourite expression of an American aviator, who explained to me in English-French that it was American for 'les crimes committed in guerre on dans le ring de boxe'."

"So enormous are crimes of the Germans that if some all-powerful referee could end the fighting to-day by disqualifying the Germans and letting them withdraw unpunished from France, as a boxer who commits a deliberate foul leaves the ring, there is not a Frenchman who would not insist that the war continues so that justice could be meted out to the Boches."

DONT FORGET.

TO-DAY.

Court Cards at Theatre Royal—9.15 p.m.
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinema-graph—9.15 p.m.

TO-MORROW.

Court Cards at Theatre Royal—9.15 p.m.
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinema-graph—9.15 p.m.

Sunday, November 18.
Corinthian Yacht Club—Opening series.

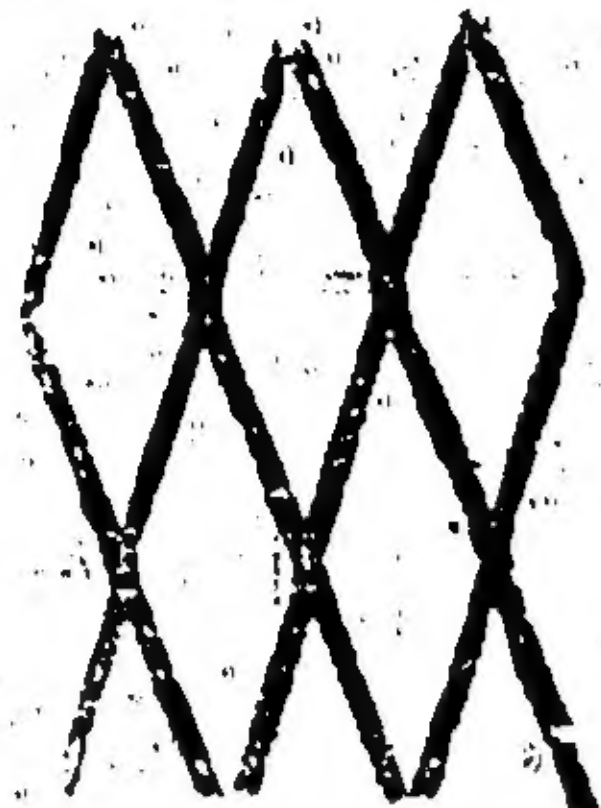
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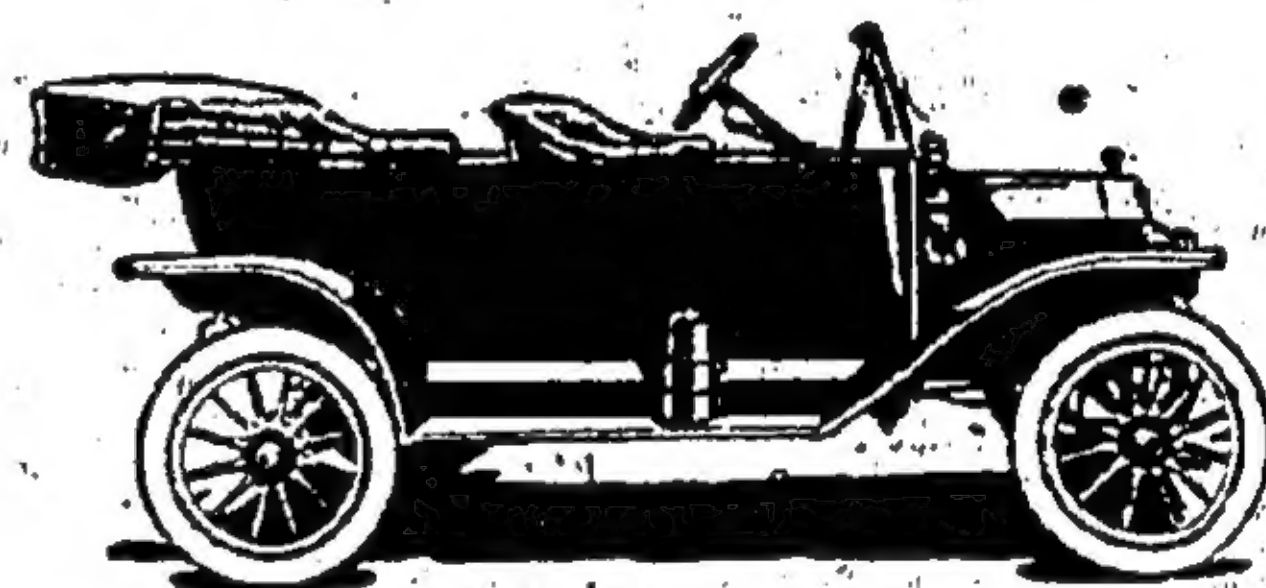
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GENERAL NEWS.

The Selangor Lottery.

The first prize was won by
ticket 33,132, value ninety-six
thousand dollars. The winner is
a Hylem toolie of a cafe shop in
Kuala Lumpur aged twenty. The
second ticket was 33,159, value
thirty-eight thousand; the win-
ners were Messrs. Henggeler,
Stanton, Lewton, Brain, and Mo-
lean. Both tickets were sold
at the Lake Club. Winners
of prizes of three thousand two
hundred each are Fred Wickham of
Perak, Copley of Saigon, a Tamil
of Kuala Selangor and two Chi-
nese of Siamet Bai. Mr. Cooper,
of Johore Bahru, has drawn the
third prize, value \$18,000.

Plague Germs in Kobe.

During the examination of rats
by the prefectural sanitary
authorities in Kobe, plague germs
were discovered on the 28th ult.
This has caused some lively ex-
citement among the health of-
ficials, says the Japan Chronicle.
The discovery was at once report-
ed to the Home Office, and at the
same time strict investigations
were begun to discover the
places where the germs-carrying
rats were found. The investiga-
tions resulted in the dis-
covery that the infected rat was
caught in a house at Tsutsumoto-
dori, 8-chome, so the adjacent
streets have been declared a
danger zone. The health authori-
ties have distributed a large
quantity of poisoned food to all
households in the danger zone
for the destruction of rats, and
are also encouraging the killing of
rodents in other parts of the city.
How plague germs have come
to be introduced into Kobe is not
clear, but the health officials are
trying to discover.

Suicide of Osaka Broker.

About this time last year, says
the Japan Chronicle of October
27, when a great boom was ex-
perienced in the stock market Mr.
Iwamoto Yetsuoka, the well-
known stock broker, who con-
tributed ¥1,000,000 for the build-
ing of a public hall in Osaka,
committed suicide by shooting
himself owing to his inability
to meet the large amount
of liabilities caused by the
extraordinary rise in shares. As
reported in yesterday's share
report, another Osaka broker has
now committed suicide, this time
owing to the slump on the market.
Mr. Sugiyama Kiyemon, aged 58,
belonging to the Osaka Stock
Exchange, disappeared a few
days ago and much anxiety was
felt about him. On Wednesday
he was found drowned in the
Aikawa and from letters dis-
covered at his house the death
was shown to be one of suicide,
owing to failure in speculation.
Mr. Sugiyama's losses are said to
be ¥200,000.

Tragedy of a Hat.

Working girls are taking quite
kindly to the rules which a
number of business men are now
making in regard to dress. This
is largely because the regulation
costume for office wear is usually
an overall, which protects the
gayer outdoor dress. Girls
have discovered that office
work is not good for the
dainty blouses and the
smart skirts which so many of
them wear. So the overall has
come into its own, and is being
adopted more and more every
week. So far from this leading in
the direction of a "standard
costume," the general result, away
from work, is in quite the opposite
direction. Distinctive colours
and delicate materials have never
been more popular, though the
prices have never been higher.
Take, for instance, the velvet hat.
A married man yesterday told how
his wife and he set out to
find the latest thing of this kind—
one with a sort of "copper glow
in it." In Oxford street they saw
specimens at 25s. and 30s., but
they had not the right "glow."
When the perfect one was at
last found the husband's heart
sank when he saw the price—£22.
£d. They walked on rummaging
and then decided to go back. Five
minutes later, but alas! the £22.
£d. copper velvet hat had gone!

OUR ALBUMS OF CHINA VIEWS ARE APPRECIATED IN THE NAVY.

THE FOLLOWING IS AN EXTRACT FROM
THE LETTER OF A BRITISH NAVAL
OFFICER NOW SERVING WITH THE GRAND
FLEET.

"I really don't know how to thank you enough for the book of the Chinese views. They are an abiding joy to me for they are truly beautiful and they bring China right home to me."

CHINA by LAND and WATER,

Price \$5.00.

A. S. WATSON & Co., Ltd.,

Tel. 16.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

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The Hongkong Telegraph.

HONGKONG, THURSDAY, NOVEMBER 15, 1917.

LEARNING FROM THE PAST.

While we by no means count ourselves among those who are borne down with a heavy weight of pessimism because of the recent developments of the war, we realise that there is great danger in under-estimating the power of the enemy and blindly regarding the Allies as completely invincible in every theatre and aspect of the struggle. For that reason, we are glad to see that Mr. Lloyd George has taken occasion to indulge in some plain speaking regarding the mistakes of the past so far as the direction of the war is concerned, and to lay emphasis on the absolute necessity of co-ordination and unity if the full fruits of victory are to be garnered in the days that lie ahead. Nothing is to be gained by lulling ourselves into a false sense of security, for while we have the resources essential to victory, these necessarily will be of little avail unless they are utilised to the fullest possible advantage and in such a manner as to produce the maximum of result. In the past—and it is as well we recognised the fact—we have not used our strength to the full limit. Blunders have been made and big considerations overlooked. We can see these things now, and, perceiving them, we can profit by the lessons of the past.

If there is one characteristic more than another which stamps Mr. Lloyd George it is his intense practicality and his courage in the face of untoward happenings. He is always outspoken in his utterances, and has an intense capacity for getting directly at the seat of the trouble, while he is ever ready with a solution at hand. We have seen all this illustrated in his handling of big domestic troubles in the United Kingdom, and in matters appertaining to the war the same masterly hand has revealed itself. He is a man with the courage of his convictions, and it is apparent from certain observations made in his latest speech that he has been the principal advocate of the necessity of a larger Allied War Council, which will deal with military matters on wider and less parochial lines. Indeed, he tells us that while on his way to Italy he had made up his mind that, without this change, he could no longer be responsible for a policy of war direction which was doomed to disaster. But he has had his way, and the arrangements made should go far towards securing that real unity without which Mr. Lloyd George quite frankly says success is impossible. The Premier has been almost brutally outspoken in this latest utterance, but, in our opinion, the time calls for straight talk of this sort. He tells us that he desires to awaken public opinion from old prejudices and narrow vision should re-establish their supremacy. And he has not hesitated to point out the respects in which we have militarily failed to make the best of our opportunities. He speaks of "inconceivable blunders" and of its having been "nobody's business to think out war problems in terms of whole battle-fields." And he shows how the enemy's efforts, which might have been countered if there had been this larger measure of control, have been repeated more than once since the war broke out. These are uncomfortable facts, but they ought to be faced; and it is only right that our leading statesmen should let us know exactly where we stand and why we have not yet won the struggle. We all know—and the Premier is the first to admit it—that it is not for lack of bravery or tenacity on the part of our soldiers or sailors. The trouble has been higher up, and it is only by realising that fact and acting upon it that we can hope to secure a speedy and satisfactory peace.

As to the immediate and more pressing issue on the Italian front, Mr. Lloyd George says the extent to which we can prevent the defeat from developing into a catastrophe depends on the promptitude and completeness of our break with the past. That same point also applies in a wider sense to the whole future of the war. But to admit that is not to deny the likelihood of our success. Quite the reverse—the mere recognition is proof that we are alive to the needs of the time. The Premier is optimistic about the future. He believes we have learned a great lesson and that Allied victory will follow Allied valour. So the position is that we have the men and the material and, best of all, we have the will to win. Profiting by the experience of the past, we can now go forward, strong in the assurance of our ability to attain those great aims for the fulfilment of which we took up the sword.

The Political Sensation.

It was only to be expected that the plain speaking which Mr. Lloyd George indulged in at Paris would be sharply criticised in some quarters, and we are not therefore surprised that his utterance has caused somewhat of a flutter in the political dovecotes at Home. We are told that it has created "a tremendous sensation" and that the House of Commons is disposed to be critical. The fear, apparently, is that the Premier is desirous of riding rough shod over our military leaders—that, in fact, he wishes to set himself up as a Military Dictator. We cannot, however, think that Mr. Lloyd George has any such intentions. His speech, though strong in tone, does not give any such impression, at least so far as we can judge from the summary which has come over the cables. It reveals him as being possessed with a consuming determination to ensure a greater degree of actual, as distinct from mere belief, military co-operation, and if he has pointed to the mistakes of the past it is only in order that we may learn from them to make a more efficient use of our combined resources than we have hitherto done. As for his speech being a shameful slur on the dead, that is so much sheer nonsense, for no one is more ready than he to recognise the noble efforts of those who have made the supreme sacrifice.

Personal Animosity.

It is quite conceivable that the commotion has largely arisen from Mr. Lloyd George's statement that he had made up his mind not to be responsible for the direction of the war unless he had secured approval of the scheme for establishing a Supreme Allied War Council. But surely it is within the province of a great statesman to set his mind on a course of action and decide to stand or fall by it. And after all, this new War Council is the result of the deliberations of British, French and Italian military chiefs and statesmen and not exclusively the creation of Mr. Lloyd George. The British Premier is no military man; and he knows it. He would be the last man in the world to claim the right of domineering over our Army leaders. But he is most decidedly anxious that we should get speedily on with the war, and he has no patience with those who would be content with a mere muddling through the campaign. The bitterness of the *Daily News* attack on him raises a suspicion that there is a deal of personal animosity in the situation which has arisen, for that journal is notoriously pro-Anglophile. But this is not the moment for sectional squabbling. Whatever Mr. Lloyd George has said about the past, the main fact is that he seeks practical concentration on the tasks of the present and the future. And those who endeavour to stir up the political mud in the midst of a great war would do well to ponder over Mr. Lloyd George's appeal in his Paris speech:—"Let us not dishonour greatness with pettiness."

China's Protests.

The Agreement entered into the other day by the United States and Japan with regard to their respective policies in China has been quickly followed by what appears to be a decidedly pointed protest by China's Minister at Washington. He has lodged a protest, it is reported, to the effect that China objects to any agreement affecting her being entered into without reference being made to the wishes of the Chinese people. It seems to us, so no doubt to others, that this is a very proper and prudent step for China to take, as, to a people of any spirit, discussions and agreements by other nations regarding a matter that so closely affects them cannot possibly be ignored. The protest may not have much effect with regard to the Agreement in question, but at any rate it suggests that China is not prepared to take anything "lying down." The assurance was given that China's integrity and sovereign rights would not be over-ruled, and so far, no doubt China is satisfied that such a stipulation should be made. She goes, however, a step further in the protest also has made, and, that she is fully justified in doing so, no one will deny.

DAY BY DAY.

THROUGHOUT THE WORLD OF THE TWO ABSTRACT THINGS, LIBERTY AND RESTRAINT, RESTRAINT IS ALWAYS THE MORE HONOURABLE.—Ruskin.

To-morrow's Anniversary.
To-morrow is the anniversary of the opening of the Suez Canal in 1869.

The Dollar.
The opening rate of the dollar on demand to-day was 2s. 11.3/8d. The closing rate will be found on Page 1.

A Fatal Fall.
The body of a Chinese has been conveyed to the Public Mortuary, the man having accidentally met his death by falling into the hold of the s.s. Antelope, which is now in the course of construction at the Taikoo Dockyard.

Alice Memorial Hospital.
The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the Funds of the Hospitals:—Mok Koa San, \$100; Mok Shan Nam, \$25; Li Kim Chuen, \$25.

Typhoon Warning.
The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 9 p.m. yesterday:—"Warning:—The typhoon is crossing the Visayas Islands in the form of a shallow depression."

Volley Ball League.
The final match in the Senior Division of the Volley Ball League is to take place to-morrow at 4.30 p.m., at the Chinese Y.M.C.A. courts, Bridges Street. Professor Middleton-Smith is to present the shield to the winner at the close of the match.

Trade Openings.
A Trade Inquiry List issued by the American Consulate General, Hongkong, shows that American concerns are seeking Hongkong connections in food products and general representation, general import and export, chemicals and dyes, carbon paper and typewriter ribbons, fabric goods and automobile seat covers. Crushed to Death.

The body of a Chinese has been sent to the Public Mortuary. Deceased was found in the harbour by the Sze Yip Wharf, terribly mutilated, and it is surmised that when the steamer Tai Lee was about to make fast deceased attempted to board her and fell between the vessel and the wharf, being crushed to death.

Lard Factory Fire.
Yesterday morning a fire broke out in a lard factory at Mataskok, due, it is supposed, to fat dripping off some sausages which were hanging up to dry in the drying room. Damage estimated at \$1,000 was done. The premises are insured in the Lun Tai Insurance Company for \$5,000. The fire was confined to the floor of the drying room.

The "Court Cards."
The audience, though not large, was highly appreciative of the repeat performance of the "Court Cards" second programme at the Theatre Royal last night. Individually and collectively, the Company gave a very good account of themselves, and the evening was enjoyably spent. A complete change of programme is announced for to-night.

An Amateur at the Game.
At the Police Court this morning, a Chinese youth was charged before Mr. J. R. Wood with stealing a quantity of clothing, false hair and other articles from a house in Shanghai Street. Sergeant Murphy said defendant was only 16 years of age and seemed quite an amateur at the game. He seemed quite respectable. His Worship ordered that defendant should receive ten strokes of the rod.

Stolen Plant Pot.
A Chinese was charged before Mr. J. R. Wood, at Police Court this morning, with stealing a plant pot. Inspector Gordon stated that a man was removed from Ashley Road to Hart Avenue and he had had several of these pots stolen. A detective found defendant carrying the pot and when he asked where he had got it from, defendant admitted that he had stolen it. His Worship sent defendant to prison for six weeks' hard labour.

LEAGUE FOOTBALL.

83rd Co. R. Q. A. W. R. E. Reserves.

This Second Division match was played last evening on the Club Ground. The following were the teams:—
R. G. A.:—Attwood; French, Garner; Long, Townsend, Lord; Butler, Gretton, Green, Hastings, Cope.

R. E. Reserves:—Clark; Simonds, Cruickshanks; Cocker, Todd, Smith; Johns, Millard, Waller, Baker, Reeves.

Referee:—Mr. Black.
The R. E. kicked off, but the Gunners obtained possession and made tracks for the Sappers goal. Clark was called upon very early to save from Green. The first quarter of an hour found the Gunners in the Sappers territory and try as they would they could not defeat Clark, who was really keeping a fine goal. From a break-away, the Sappers scored first. Half-time:—R. E. 1; R. G. A. 0.

The second half resolved itself into a match between the Gunners' forwards and their opponents' defence. The latter held out in fine style until ten minutes from time, when Gretton, from a close range, made the scores one all.

Comments:—Considering the Sappers were up against a team with four First Division players in it, they did remarkably well. For the Reserves, Clark in goal gave a fine exhibition, with Simonds and Cruickshanks in good form at back. The Gunners had most of the play, and deserved the other point. Gretton and Green were the pick of their forwards, and Attwood in goal had very little to do.

COTTON MYSTERY OF THE WAR.

How Does Germany Do Without It?

One of the mysteries of the war is how Germany and Austria manage to get along without cotton. This involves not merely the question of clothing, but of ammunition as well. We hear of clothing made of paper and of nettle fibre and of wood pulp used as a substitute for cotton in explosives. But it is difficult to understand how substitutes can take the place of this essential article of household use and of warfare.

Before the war Germany imported from the United States 2,500,000 bales of cotton a year. In the first six or eight months of the war cotton was imported as usual, but since then the British embargo has nearly shut cotton out of Germany and Austria. Neither have the Central Powers been getting wood, silk or flax.

Cotton is the basis of nitrocellulose from which explosives are made. It is possible to get a limited supply of this from wood fibre, by an expensive process, and German chemists have said the supply for German guns was coming from this source. But a 12 inch gun disposes of a half bale of cotton with every shot fired. A machine gun in operation uses a bale of cotton every three minutes. In a naval battle, like the one off Jutland, from five to six thousand pounds of cotton a minute are consumed by the guns of each active ship.

In addition the Allies are using 20,000 bales of cotton a year for absorbent cotton to staunch and bind wounds of the injured; 100,000 bales will be required to equip America's airplane fleet with wings; one change of clothing for all the troops now in the war would use up more than 1,000,000 bales. The United States is turning 1,000,000 bales of cotton a year into explosives, and recently gave one order for 40,000,000 yds. of cotton cloth for the army.

How is Germany going to dress for the cold this winter, to say nothing of supplying nitrocellulose to keep the guns going? This is one of the mysteries of the war, for British chemists said at the beginning of the war that if they could keep cotton out of Germany that alone would bring the Central Powers to their knees in one year. The cotton has been kept out, but Germany manages to get along somehow.—Kansas City Star.

"THE MAGPIES."

An Enjoyable Military Entertainment.

The programme submitted at the R. E. Theatre last evening by "The Magpies," a clever troupe of military artists, constituted one of the most enjoyable entertainments provided in Hongkong for a considerable time. There was a large attendance, including the Officer Administering the Government (the Hon. Mr. Claud S. V. O. M. G.) and a large number of military officers; and the Pioneer of War Fund, in aid of which the event was held, should handsomely benefit from the proceeds. Variety and all-round excellence were the chief characteristics of the programme, which was crammed full of most interesting items. The humorous element was well to the fore. The duets of Messrs. Macgregor and Charters were immensely enjoyed, while Mr. Marchesi was simply great in all his work, especially "Padden, padden, padden." The ballads given by Mr. Yardsley were splendidly sung, also were those by Mr. White, while Mr. Towns made a big hit in his song "Do You Want Us to Lose the War?" Mr. Adams and Mr. Pickering also contributed some greatly enjoyed vocal numbers, and Mr. Simpson was a big success as an elocutionist. Mr. Gordon Cook, who had the assistance of Master George Raxwax, simply bewildered the audience with his conjuring turn, which he very cleverly done, showing him to be extremely deft at the work. The concerted singing of "The Magpies" and the selections by the orchestra were also deeply enjoyed. Great credit is due to those who arranged the programme and to those who contributed to what was a most delightful evening.

30,000 MILES IN CHINA.

Dr. Edmunds Lectures on His Experiences.

Under the auspices of the Union Church Guild, a most interesting lecture was given in the Lecture Hall, Kennedy Road, last evening, Dr. C. K. Edmunds, who is President of the Canton Christian College and Observer in Charge of the Magnetic Survey of China (Carnegie Institution), lecturing on "Thirty Thousand Miles in China." There was a good attendance.

The lecturer began by saying that during the last eleven years he had devoted a large part of each year in travelling throughout China to make observations of the Earth's Magnetism. It was of special interest to the people of Hongkong to know that instrumental equipment for the first time was provided him through the courtesy of the Hongkong Observatory, when Sir Matthew Nathan was Governor. Sir Matthew was a man of scientific and engineering training, and specially sympathetic to the proposals made. The first expedition was the circumnavigation of the Island of Hainan, followed by the establishment of a train of stations along the China coast from Hongkong to Newchwang. A further expedition was made overland from Peking to Canton by way of Taiyuanfu, in Shansi, Hankow, Changsha, and Kweliu. On that journey he was accompanied by the then American Consul-General in Hongkong, Dr. Wilder, and by the Hon. Mr. Edward Osborne, who was Secretary of the Hongkong and Kowloon Wharf and Godown Company. Up to the present time he and his assistants had covered in the Magnetic Survey of China something like 65,300 miles; established 457 stations, at an average interval of 80 miles, at which astronomical observations, observations for elevation above sea-level, and the three elements which determine the earth's magnetic field—viz., in other words, which give the direction and amount of the earth's magnetic forces—had been made.

Dr. Edmunds proceeded to describe the places of interest he had visited and spoke of the characteristics of the country and people, giving what proved to be one of the most instructive lectures of the season.

TO-DAY'S MISCELLANY.

What becomes of all the old railway carriages? asks a correspondent to a Home paper. Some of them, he continues, become hampers, others seaside bungalows; but a writer discovered a more dignified and fitting fate for specially favoured ones, which are permitted to continue their work in a closer atmosphere and at a more leisurely gait on the railways in the Isle of Wight. As soon as he took his seat in the train at Ryde Pier strange memories of tunnels and subterranean passages came back to him; the pattern of the cushions was oddly familiar, and once again he saw the notice on the rack begging him to refrain from putting his feet on the cushions. The carriage was duly inscribed "Isle of Wight Railway Company," but after a few moments he found a clue: the thrifty company had not changed the window-strap, which still bore the imprint "M. R."—Metropolitan Railway. After a hard life of perpetual motion round the Inner Circle the carriage had been released in consequence of electrification, and was now spending an honourable old age making four or five trips a day from Ryde to Ventnor and back.

An Antidote: Enlisting on the thirtieth of the month my friend was issued with uniform which had thirteen brass buttons (eleven on the tunic and two on the service cap). He numbered off thirteen on that morning, and within a few weeks was promoted. He went to France on the thirtieth, and after being wounded was in hospital thirteen months. He received his discharge on the thirtieth of the present month, and so he is quite fit for civilian life considers himself very lucky and intends to select another thirtieth for his wedding day.

Mr. Winston Churchill, the American author, who was recently in Paris, was expected in London a few days later on what is stated to be a special mission for his Government. Nothing, however, was known of such a mission at the American Embassy. Like his British namesake, Mr. Winston Churchill is closely interested in the Army and Navy. Both were born in a November of the seventies, the American author on Nov. 10, 1871, and the Right Hon. Winston Churchill on Nov. 30, 1874; both were married at the same age, and both have three children.

Mr. Holman, the Premier of New South Wales, has spent his time in making first-hand investigations of our war time problems, and has had little time for platform tours such as distinguished the career of Mr. Hughes. Mr. Holman once worked at cabinet-making in London before he went to Australia to make political cabinets. He went over to France, where he was present at a review of Australian troops by King George, New South Wales, the largest State in the Australian Commonwealth, has sent 120,000 men to the war. While at the front Mr. Holman narrowly escaped death. A heavy shell burst near him, and he suffered a severe shock. General Holmes, who was in his company, was killed. Mrs. Holman is well known as a writer.

At the recent conference held at The Hague to discuss the question of exchange of prisoners the Germans entered the conference room from a door on one side of the room and the English from a door on the opposite side. The Dutch were always already seated at the table in the middle of the room. No conversation took place except upon the business of the exchange. Before the conference broke up the chief of the German rose and insisted upon thanking the English warmly for the way in which their prisoners had been treated. He said no other country had behaved so well. The English bowed their thanks. It was a pity they were unable to return the compliment.

NEW STEAMERS.

Double Launching at Kowloon Docks.

The Hongkong and Whampoa Dock Co., Ltd., launched to-day from their yard at Kowloon two more vessels similar to the "Prosper" and "Heliakon" recently completed by them. The name of the vessels launched to-day are "Prominent" and "Hermelin," and their principal dimensions and particulars are as follows:—

Length overall 280ft. 6in.
Length between perpendiculars 270ft. 6in.

Breadth moulded 40ft. 6in.
Depth moulded 21ft. 6in.

The vessels are built to Lloyd's highest class and to Board of Trade requirements. The gross tonnage of each is approximately 2,170 tons and dead weight carrying capacity 3,000 tons on Lloyd's freeboard.

They are of the two-deck type with poop, bridge and top-gallant forecastles; host deck amidships; four watertight bulkheads to upper deck; machinery space amidships; cellular bottom all fore and aft; reserve feed under engine and dry tank under boilers. The steam steering gear is amidships. Six steam winches on upper deck operate six derricks mounted on tables on two masts. There is also a steam winch on the poop deck.

There is accommodation amidships for passengers and officers, the cabins being fitted in modern style. The second class and compartment are berthed in the poop. The ships are electrically lighted throughout, and the latest type of wireless is installed.

The machinery of each vessel consists of one set of triple expansion engines of 1,300 indicated horse-power and two main boilers 14ft. 3in. diameter by 10ft. 6in. long, the working pressure being 180 lbs.

The auxiliary machinery comprises a separate centrifugal circulating pump, two Weir feed pumps and heaters, ballast and general service pumps and a Morrison evaporator, capable of producing daily 15 tons of water. The sea-going speed of the "Prominent" and "Hermelin" will be ten knots per hour.

The launching ceremonies were gracefully performed by Mrs. Sorenson and Miss Sorenson, who christened the "Prominent" and "Hermelin" respectively.

By the end of December, the Dock Co. will have launched over 20,000 tons of new shipping in 1917.

DESTRUCTIVE FIRE IN KOBE.

Foreign Buildings Badly Burnt.

Kobe, Nov. 6.—There was a fire in Jardine, Matheson & Co.'s building this morning which started in the firm's general office on the upper floor and is believed to have been due to the electric light. The Police and Fire Brigade did effective work, but owing to the unaccountable failure of the water supply at a critical time, the flames spread along the roof, destroying the offices of the New South Wales Government and the workrooms of the Ladies' Patriotic League, which are on the ground floor on the north side.

The office of the Toyo Kisen Kaisha, on the ground floor, escaped damaged by fire, but suffered from water damage. Seven nights of Jardine, Matheson & Co.'s offices were damaged by fire and water, and the Clifford Wilkinson Tansan offices and residence had a narrow escape and also suffered water damage. Jardine, Matheson & Co.'s godowns escaped loss from the fire.

From an insurance standpoint the loss is not serious but from the point of view of the firms and occupants of the building it is most serious owing to the difficulty of obtaining other offices in Kobe at the present time.

The fire was finally extinguished at daybreak.—N.O. Daily News

A CHINESE AMAZON.

Stories from Kwangtung.

Miss Shen Pai-cheng, a well-known Chinese Amazon, arrived in Peking two days ago on a brief visit, (says the Peking Daily News of the 1st inst.) coming from Canton, the centre of political intrigues at the present time. In an interview yesterday she gave much inside information regarding the relative positions of Sun Wen and General Chen Ping-kun, political and military leaders respectively. She predicted the early fall of the first President of the Chinese Republic and said that he was losing his influence on account of his frivolity.

Regarding the general situation at Canton, Miss Shen said much, but she desired that none of her information should be given publicity as she wanted to go back in the near future. The Tientsin floods, she said, brought her to the North. Her aged mother was living in that port and Miss Shen feared that the old lady might suffer from the inundations. Filial piety prompted her to take the trip. Together with her mother, she has come to Peking for refuge.

At the present time, Miss Shen is staying in a hotel outside of Ghienmen. Meanwhile she is busily engaged in calling upon her old acquaintances.

During the first revolution, Miss Shen was adviser to Dr. Sun Yat-sen, and commander of a woman's regiment, which she successfully led. When Yuan Shih-kai came into power, she was made his political and military adviser. In fact, she herself confessed that she was a pupil of his.

Two years ago about this time, Miss Shen was much humiliated when she was compelled by two policemen and four yamen runners to attend court in connection with the smashing of the furniture of a Peking correspondent who wrote an article unfavourable to her. She tried to extricate herself from the grip of the police by invoking the aid of an influential military man, but failed to secure the desired assistance on account of his absence from home when she called him up by telephone.

The Peking correspondent of the Shanghai National Herald wrote an article describing in a vivid manner the fight between Shen Pai-cheng and an influential personage in a native hotel. When Miss Shen or General Shen (this evitable title was conferred upon her during the Nanking Government) read the article in question, her ire was swiftly aroused and she led a number of her followers to the home of the correspondent with the intention of giving him a sound beating. Fortunately, the correspondent was away, but it was unfortunate for his furniture, which was smashed to pieces and also unfortunate for his friend, Mr. Kuo Tung, a former member of Parliament and editor of a suppressed paper, who was well thrashed, although he had nothing to do with the scandalous case.

General Shen knew that she had acted wrongly, and asked the assistance of the same influential military man. He would have succeeded in bringing the case to a peaceful conclusion had it not been for the fact that being backed up by a number of equally influential friends, Mr. Kuo brought legal action against her.

She was served with a summons, but she declined to attend the Court. Another summons was sent to her and she paid no attention to it. The third summons was issued, and it was delivered to her by two policemen and four yamen runners. She was compelled to attend the court together with Mrs. Liu, one of her followers. When the yamen runners arrived at her home, General Shen had not got up. They had to wait for several hours before she was ready to receive them. As soon as she heard of their arrival, she telephoned to the same influential military man for assistance, but failed to reach him. When she declined to accompany the yamen runners to the court, they threatened to make her go by force. Finally she yielded.

SALE OF ENEMY PROPERTY.

Iron Sheds Fetch Over \$12,000.

At Mr. G. P. Lammert's sale room this morning, the sale by auction took place of two corrugated galvanised iron sheds, with steel frames, situated at Shauki-wan, formerly Blackhead's Soap Works. The sale was made by instructions of the liquidators of Messrs. F. Blackhead and Company. There was a large attendance of Chinese. Mr. H. A. Lammert conducted the sale and Mr. Mattingly, of Messrs. Deacon, Looker, Deacon and Hartson, was present on behalf of the liquidators.

Bidding started at \$5,000 and very quickly rose to \$12,000. There was keen competition and the eventual price paid was \$12,880, this being a bid by Mr. M. S. Northcott, on behalf of the Hongkong Land Reclamation Company.

"TOO MUCH KAISER."

Munich Paper's Denunciation of the War-Makers.

The *Munichener Post* protests against half the German answer to the Pope's Note being devoted to the attitude of the Kaiser. It says that the Kaiser is constitutionally only President of the German Confederation, and that when the Note says behind the Kaiser in the desire for peace stands the German people it is reversing the situation.

"The people stand before the Kaiser," says the article. "Further, it is not a matter of indifference that the person of the Kaiser should be pushed in the foreground. We all know very well his declarations on the peace question, but we also know that during the 28 years of his reign he made utterances extremely disconcerting to foreign nations and, thanks to the little cleverness shown, in the composition of part of the Note, it is tolerably certain the foreign Governments will dwell upon these utterances."

The *Post* deplors the fact that a number of men of high social position have begun an agitation against peace, and that instead of being energetically disavowed by the highest quarters they have been thanked for their attitude; but it adds:

"We can be calm despite all war-lusting Dukes, Grand Admirals, Burgomasters, Privy Counsellors, ferocious professors, and other colleagues of Count Reventlow. The coming peace cannot be much longer delayed."—Reuter.

FACTS FOR THE FAIR SEX.

All women realise that they can scarcely expect to escape, from time to time, suffering which men are not called upon to endure. But not all women know—though the fact might easily suggest itself—that what is really behind all these miseries is something wrong with the blood.

Most often, especially when a girl is entering womanhood, the one cause of pain, low spirits, backache, and slow development is anaemia. This miserable condition of health—too little blood, or blood that is thin and poor—is sometimes the cause of decline, leading to consumption, at this age. In full womanhood other miseries come to some women, due again to a scarcity of good blood; and when middle age approaches, the penalty which has to be paid is the punishment which Nature exacts for neglecting the blood.

Every woman, at the first sign of ill-health, should obtain Dr. Williams' pink pills for pale people, for this medicine has made a great reputation by the suffering which it has spared women. Dr. Williams' pink pills build up the blood and so restore health; that is why it is important to avoid substitutes.

A very useful Free Book can be had by sending a post card to the Dr. Williams' Medicine Co., 90 Soebuen Road, Shanghai, asking for "Plain Talks to Women."

DAIRY FARM NEWS.

NOTICE.

Owing to the scarcity of Local Beef we have been authorised by the Food Committee to increase our retail prices by 15% from 1st November, 1917.

JUST TO HAND
A SUPPLY OF
CHRISTMAS CARDS

IN SIMPLE STYLES
SOUTH CHINA MORNING POST, LTD.
3, Wyndham Street. Tel. 440.

CANTON NEWS.

Our Canton correspondent writes under date of November 14 as follows:—

The two delegates sent by the Tachun to meet Luk Wing-tung in Wuchow have returned to Canton and reported that Luk has decided to establish a military headquarters there to control the armies of the provinces of Kwangtung, Kwangsi and Hunan. He himself will be the Commander-in-Chief, Chen Ping-kun will be Tachun of Kwangsi and Tam Ho-ming will be the General for attacking Hunan.

Information from Kingchow states that that Long Chai-kwong, after receiving the mandate appointing him as Inspecting Commissioner of Kwangtung and Kwangsi, has altered his "Superintendent of Mines" yamen in Kingchow into the yamen of Inspecting Commissioner and will take up office in a few days.

The Tachun has sanctioned an application made by the Fok Li Co. for the privilege of selling Shan Pui and Pao Pai lottery tickets in the whole province for three years at \$2,800,000 per annum besides \$600,000 as service money and \$120,000 to the Provincial Bank No. 6 Bureau. He has also granted to the Fok Lung Co. a monopoly for the sale of tobacco and wine at \$3,020,000 per year for three years.

The Italian Consul called on the Tachun on the afternoon of the 13th. It is reported that important matters in connection with the present situation were discussed.

A number of telegrams have reached Canton from Luk Wing-tung. One to the Tachun asks him to prepare for transferring the office, and mobilising an army to attack Fokien. One to Luk Wing-tung asks him to set out Tachun, but he must be very careful in discharging his duty. Another to Admiral Ching Pi-kwong requests him to secure order in the province. Many others were sent to various commanders requesting them to unite and not to allow civil war to break out in the province.

TO-DAY'S ADVERTISEMENT.

NOTICE.

NOTICE IS HEREBY given that the business of the International Commercial Trading Company carried on at No. 4, Post Office Buildings, Victoria Hongkong has been assigned and transferred to Thomas W. Simmons and Company who will carry on business at above address.

C. E. SEYBT,
Manager,
THOMAS W. SIMMONS & CO.

TO-DAY'S ADVERTISEMENTS.

FOR SALE.

FOR SALE.—GRAND PIANO by Rachals & Co. overstrung, in condition like new. Price \$350; a real bargain. Apply Box 1349 c/o "Hongkong Telegraph."

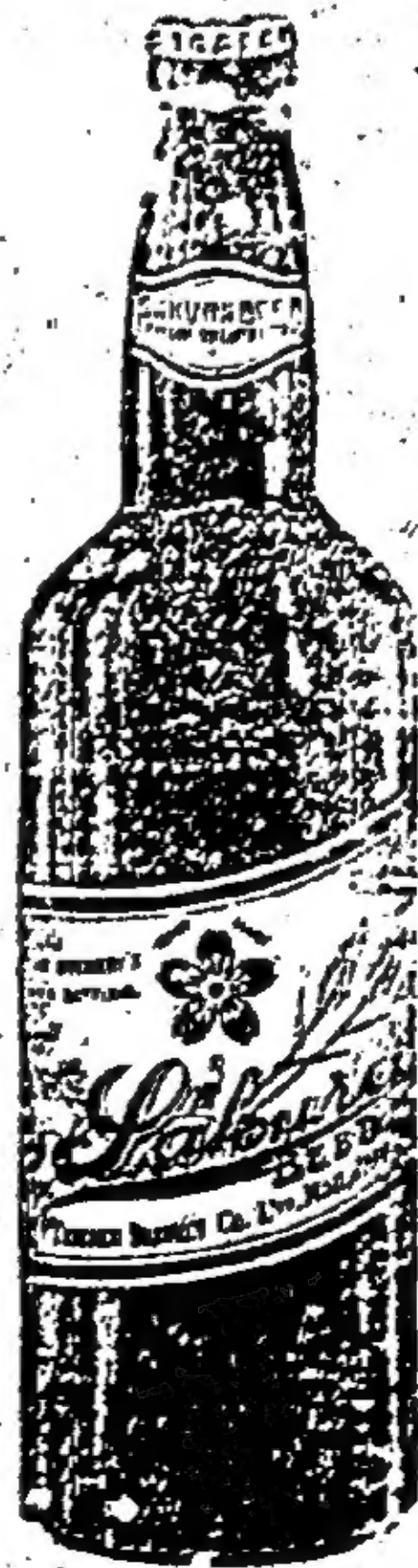
4% FRENCH LOAN
(Rente Perpetuelle 4%)

THE BANQUE INDUSTRIELLE DE CHINE begs to announce that they are prepared to receive and forward to Paris, free of commission and telegraphic charges, at the selling rate of T.T. on Paris, applications for the above Loan, which will shortly be opened to public subscription.

The list of applications will be CLOSED 1st PARIS ON DECEMBER 16th 1917; and those intending to subscribe are invited to apply without delay.

Issue Price: 68.60%
Full particulars will be supplied on application to the BANQUE INDUSTRIELLE DE CHINE,
5, Chater Road.

SAKURA BEER



SOLE AGENTS:
SUZUKI & CO.
TEL. 468
ALEXANDRA BUILDING.

Night-time Comfort.

Comfort is the key to restful sleep and our Pyjamas are the surest key to Comfort.

We stock them made of "Viyella," "Jaeger" wool and Ceylon Flannel in a nice range of stripes and plain colours.

PRICES RANGING FROM \$4.75 per Suit.

MACKINTOSH

A CO. LTD
MEN'S WEAR SPECIALISTS,
16, DES VOEUX ROAD. TELEPHONE NO. 23.

Wm. Powell Ltd
TELEPHONE 346

NOW SHOWING

WINTER

SUITINGS

AND OVERCOATINGS.

IN MANY EXCLUSIVE DESIGNS
AT MODERATE PRICES.

STYLE and FIT GUARANTEED.

DANCE MUSIC

FOR THE COMING SEASON
WALTZES.

"LEGEND OF THE SEA" "CECELE"
"TESORO MIO" "MODESTY"
"DESTINY" "YEUX TURQUOISES"

"TO-NIGHT'S THE NIGHT."

ETC., ETC., ETC.

SEE WINDOW

THE ANDERSON MUSIC CO., LTD.

THE TOP NOTCH.

"King George IV"
Scotch Whisky.



THE DISTILLERS COMPANY LIMITED,
EDINBURGH.

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.
WINE MERCHANTS,
4, QUEEN'S ROAD, CENTRAL, HONGKONG.

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P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS

LONDON & BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

SHANGHAI, MOJI AND KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID & MARSEILLES.

SHANGHAI, MOJI, KOBE & YOKOHAMA.

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to:-

P. & O. S. N. Co.'s office
Hongkong, 1st April, 1917.E. V. D. Parr,
Superintendent.CANADIAN PACIFIC
OCEAN SERVICES LIMITED

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway.
EMPERESS OF ASIA. EMPRESS OF RUSSIA.
30,625 tons displacement. 30,625 tons displacement.
Electric Heat in Every Cabin. Electric Light in Every Berth.
One, Two and Three-Bedroom Suites with Private Bath.
Laundry—Gymnasium—Verandah Deck.**EMPERESS OF JAPAN, MONTEAGLE.**
11,000 tons displacement. 12,000 tons displacement.
Twin Screw Steel Steamships, with Modern Accommodations.
Excellent Table. Reduced First Class Fare.
S.S. "Monteagle" calls at Moji instead of Nagasaki. ALL STEAMERS call at Shanghai both Eastward and Westward.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European Ports and the West Indies.

For information as to Passage Fares, Freight Rates, etc. apply to

Agents:
HONGKONG—MANILA—SHANGHAI—NAGASAKI—MOJI—KOBE—YOKOHAMA.
J. R. SHAW, General Agent, Passenger Department, Hong Kong.
J. H. WALLACE, General Agent, Hong Kong.
TELEPHONE 42.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
SHANGHAI and JAPAN PORTS.

EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, Sept. 24, 1917. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned.

Steamers proceed via Cape of Good Hope.
Subject to change without notice.THE BANK LINE, LTD.,
General Agents,or to REISS & Co. Canton
Hongkong, Jan. 2, 1917.

MOTOR CARS

FOR SALE OR HIRE
ORDERS BOOKED IN ADVANCE. APPLY:-
EXILE GARAGE.
TEL. No. 1083. DEE VEUX ROAD.

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madeira...	STokiwa Maru Capt. Ogura	T. 15,130 Dec., at noon.
VICTORIA, B.C., & SEATTLE via Shanghai, Moji, Kobe, Yokkaichi, & Yokohama...	SHANGHAI, Kobe, and Yokohama... Kashima Maru Capt. Tozawa	T. 21,000 THURS. 22nd Nov., at 11 a.m.
SHANGHAI, Kobe, and Yokohama...	SHIMIZU Maru Capt. Nishimura	T. 16,000 MON. 3rd Dec., at 11 a.m.
SHANGHAI, Kobe, and Yokohama...	SUWA Maru Capt. Sekide	T. 21,000 FRI. 14th Dec., at 11 a.m.
NAGASAKI, Kobe, and Yokohama...	TANGO Maru Capt. Soyeda	T. 13,500 MON. 18th Dec., at 11 a.m.
SHANGHAI, Kobe, and Yokohama...	TAISHO Maru Capt. Ogawa	T. 8,000 FRIDAY, 16th Nov.
SHANGHAI, Kobe, and Yokohama...	BENTEN Maru Capt. Yamamoto	T. 8,000 SATURDAY, 1st Dec.
KOBE	TOTOMI Maru Capt. Araki	T. 8,000 SUNDAY, 2nd Dec.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL.
(CARGO ONLY).NEW YORK via Shanghai, Kobe, Yokohama, San Francisco, Panama and Colon.
Wireless Telegraphy.
NIPPON YUSEN KAISHA.
B. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to change without notice.

Steamers.	Tons.	Leave Hongkong.
SHIRYO MARU	22,000	23rd Nov.
PERSIA MARU	19,000	7th Dec.
KOREA MARU	18,000	19th Dec.
SIBERIA MARU	18,000	31st Dec.
TERO MARU	22,000	11th Jan.
NIPPON MARU	11,000	23rd Jan.

The S.S. "NIPPON MARU" and S.S. "PERSIA MARU" call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARIKA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers.	Tons.	Leave Hongkong.
ANYO MARU	15,500	15th Nov.
KIYO MARU	17,200	11th Jan.
SEIYO MARU	14,000	23rd Jan.

These are interchangeable with the Canadian Pacific Ocean Services, Ltd. and Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAICO, Agent.
KING'S BUILDINGS.
Telephone Nos. 2374 & 2375.

JAVA PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJN.

Monthly Service between

MANILA, HONGKONG AND SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without Notice.

Sailing from Hongkong to San Francisco.

S.S. Bintang 17th Nov. S.S. Arakan

Tjikembang Tjikondari

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of

saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points

in the United States of America and Canada.

For particulars of Freight and Passage, apply to:-

JAVA-CHINA-JAPAN LIJN.
Managing Agents.

Hongkong, York Buildings.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.

NOVEMBER 16, 1917 & JANUARY 26, 1918.

AN UNSURPASSED HIGH CLASS PASSENGER

SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, 106 House Street. Tel. 1934.

THE ROYAL MAIL

STEAM PACKET

COMPANY.

Owners of The "SHIRE"

Line of Steamers.

FOR SAILINGS TO AND FROM THE UNITED

KINGDOM AND INTERMEDIATE PORTS.

Please Apply to

JARDINE, MATHESON & CO., LD.
Telephone No. 215, Sub. Ex. No. 10. Agents.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.

SWATOW & BANGKOK	Changchow	15th Nov. at 4 p.m.
NEWCHWANG	Tamsui	15th Nov. at 4 p.m.
SHANGHAI	Shantung	15th Nov. at 3 p.m.
SHANGHAI	Chengkong	17th Nov. at 3 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE.—TWIN-SCREW STEAMERS. Excellent Saloon accommodation. Amidships; Electric Light and Fans in Saloon and State-rooms.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Telephone No. 36.

Hongkong November 14, 1917.

Agents.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Jitaroom	Amoy	20th Nov.	25th Nov.	Shanghai
Ipanas	Moji	24th Nov.	26th Nov.	
Iliwong		4th Dec.	6th Dec.	

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

Yok Buildings.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOOCHEW AND RETURN.
(Occupying 7 to 10 days.)

Steamships.	Captain	Leaving.
Haihong	J. W. Evans	SAT. 17th Nov. at noon.
Haitan	A. E. Hodgins	TUES. 20th Nov. at noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM

NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
MANILA	Loongsang	Fri. 16th Nov. at 3 p.m.
HAIPHONG	Loksang	Sun. 18th Nov. at 7 a.m.
SANDAKAN	Mausang	Tues. 20th Nov. at noon.
MANILA	Yuensang	Sat. 24th Nov. at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.
Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.
These steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully qualified Surgeon. This line is temporarily discontinued owing to the war.SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.
Through Bills of Lading are issued to all Northern and Yangtze Ports.
MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.
HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at other ports as convenient.
BORNEO LINE.—On sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kedat, Jesselton, Labuan, Tawau and Lahad Dato.
ZIENSIN LINE.—A regular service is run from March to October between Hongkong and Zientsin calling at Weihaiwei and Chiao.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

SHIPPING NEWS.

Shipbuilding in Canada.

Port Arthur (Ontario) Shipbuilding Company have received orders for the building of ships to the value of \$400,000, in addition to the large contracts already signed for. This will keep them working to augmented capacity until far into winter and summer alike.

The Shipping Control Law and Oversea Service.

Among shipping-men some doubts are entertained regarding the interpretation of the provisions of the Wartime Shipping Control Law. It was at first thought that, in spite of the provision that the voyages of Japanese steamers between foreign ports are subject to the permission of the Government, no such permission would be necessary when the voyage starts and ends at a Japanese port. This interpretation has since proved wrong, contrary to expectations in shipping circles generally. As a matter of fact, the Tatsuta Kisen Kaisha has now applied to the Government for permission to employ the Samedono-maru, owned by that company, but chartered by the Mitsui Bussan Kaisha, on the service from Japan to Java, Bombay, North America, and back to Japan. Whether this permission will be granted or not is said to be uncertain. The Government interpretation of the terms "between foreign ports" includes not only Vladivostok, Saigon, and Yokohama, but also Tsingtau and Shanghai. As to the inclusion of the first two ports shipping men are quite agreed, but they are protesting that it is improper to put Shanghai and Tsingtau in the category of "foreign ports" as provided for in the Wartime Shipping Control Law.—"Japan Chronicle."

Shipping and Banking.

When the shipping market was booming some time ago bankers made no scruples of advancing large sums of money for vessels. This was especially the case in Kobe, (says the "Japan Chronicle") which has practically the centre of the shipping business in this country, and the banks vied with one another in making investments in shipping interests. As a matter of fact, the ship-owners in Kobe proposed that the Government should establish a semi-official bank for the promotion of the shipping trade just as they have long since established semi-official banks for the furtherance of agricultural and industrial interests. The shipowners accordingly memorialised the Government on the matter, but the authorities eventually rejected the memorial, on the ground that the financing of shipping interests could with advantage be left in the hands of the ordinary bankers who were as a matter of fact attending to that business. The authorities, however, raised no objection to the establishment of a private banking institution devoted to shipping interests, and a bank of this sort was soon established by Mr. Okazaki, proprietor of the Okazaki Kisen Kaisha, the bank being known as the Okazaki Ginko. The banking business connected with the shipping trade continued brisk until the issue of the Wartime Shipping Control Law caused a sudden slump on the shipping market, or it would perhaps be more correct to say, on the market for speculation in shipping. Then the bankers suddenly restricted accommodation, and assumed a very cautious attitude towards investments in shipping interests. When the shipping market was active the bankers advanced money to the shipowners to the extent of about half the value of the vessels concerned, but at present the maximum limit of accommodation is, generally speaking, not more than 30 per cent. of the value. In addition to the restrictions, the interest on the loans has been raised by about 5 rin, the present charges ranging from sen 2.5 (9.12 per cent.) to 3 sen (11 per cent.). Notwithstanding these adverse conditions there have lately been increased demands for money in shipping circles, and it is said that the Okazaki Ginko alone has lately been approached to advance altogether ¥5,000,000 for over a dozen vessels,—another fact showing that the shipping men generally have been severely hit by the recent issue of the Wartime Shipping Control Law.

NOTICES.

WELLS FARGO & CO.
EXPRESS.

FORWARDERS TO ALL PARTS OF THE
WORLD. SPECIAL ATTENTION GIVEN TO THE
SHIPPING OF TOURISTS' BAGGAGE AND PUR-
CHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.
FORWARDING DEPT.
1a, Chater Road. Phone No. 1500.

KONINKLYKE-PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)

This vessel plies regularly between HONGKONG & BELAWAN
DELI (Sumatra) via Swatow.

Next Sailings from Hongkong:

This vessel has excellent saloon accommodation for a limited
number of passengers, is fitted with all modern conveniences
and carries a duly qualified surgeon.

For freight and passage apply to—

York Building, Tel. 1574.

Hongkong, 30th Dec., 1916.

JAVA-CHINA-JAPAN L.I.N.
Agents.

PACIFIC MAIL S.S. CO.
U.S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA,"
14,000 tons each.

Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

Sailings from Hongkong at noon:

s.s. "ECUADOR" Dec. 4th.
s.s. "COLOMBIA" Dec. 31st.
s.s. "VENEZUELA" Jan. 30th, 1918.

These steamers have the most modern equipment including over-
head electric fans and electric lighting ALL LOWER BERTHS &
Large Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration. Special
care is given to the cuisine, and the attendance of passengers cannot be improved.
Tickets are interchangeable with the Tokyo-Kobe-Kaisha and the Canadian
Pacific Ocean Service, Ltd.

For further information, rates, literature, schedules etc.,
Apply to—

Company's Office in

ALEXANDRA BUILDING,
Chater Road.

Telephone No. 141.

HONGKONG, CANTON, MACAO
& WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO
STEAMBOAT CO., LTD., & CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer \$ 7.00
Return Fare by Night (available also for return by day steamer) 12.00
Single Fare by Day Steamer 6.00
Return Fare by Day Steamer 11.00

HONGKONG-TO-CANTON. | CANTON-TO-HONGKONG

THURSDAY, 15th NOVEMBER, 1917.

10.00 p.m. Faishan. | 4.30 p.m. Kinsan.

FRIDAY, 16th NOVEMBER, 1917.

8.00 a.m. Heungshan. | 8.00 a.m. Honan.
10.00 p.m. Kinsan. | 4.00 p.m. Faishan.

HONGKONG-MACAO LINE.

S.S. Sul An Tons 1,651. | S.S. Sul Tai Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok
Street Wharf. Sundays, at 9 a.m. and 1 p.m. from the Company's
Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.
EXCURSION TO MACAO.
SUNDAY, 18th NOVEMBER, 1917.

The Company's Steamship

"SUI AN"

Will depart from the Company's Wing Lok Street Wharf at
1 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 7.30
a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.
The attention of the Public is drawn to the special facilities afforded by the
Police Department of the Macao Government. Passes are issued at the Police
Station facing the Company's Wharf thus obtaining delay and trouble in having to
apply at the Macao Police Station for permits.

Fares: Saloon, Single \$3, Return \$5.

FARES AS USUAL.

JOINT SERVICE OF THE HONGKONG, CANTON, AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM 588 Tons, and S.S. NANNING 569 Tons.

One of the above Steamers leaves Canton for Wuchow every
Monday, Wednesday, and Friday, at about 8 a.m., and the other
leaves Wuchow for Canton on the same days, at 8.30 a.m. Round
trips take about 5 days. Passengers can return to Hongkong or vice
versa by the Company's direct Steamers LINTAN and SANUI.
These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON, & MACAO STEAMBOAT CO., LTD.
Kowloon, 1st Floor, 1st Street, 1st Building, 1st Floor.

VESSELS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To	To be Dis- patched.
JAPAN AND COAST PORTS.			
Manila	Loongang	J. M. Co.	16. Nov.
Shanghai, Kobe and Yokohama	Taisho M.	N. Y. K.	16. Nov.
Swatow, Amoy and Foochow	Haihong	D. L. Co.	17. Nov.
Shanghai	Shengking	B. & S.	17. Nov.
Haiphong	Loksang	J. M. Co.	18. Nov.
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	18. Nov.
Sandakan	Mausang	J. M. Co.	19. Nov.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	20. Nov.
Shanghai, Kobe and Yokohama	Kashima M.	N. Y. K.	20. Nov.
Manila	Yuenang	J. M. Co.	22. Nov.
Shanghai	Jikroem	J.C.J. L.	25. Nov.
Shanghai, Kobe and Yokohama	Benten M.	N. Y. K.	1. Dec.
Kobe	Totomi M.	N. Y. K.	2. Dec.
Shanghai, Kobe and Yokohama	Mishima M.	N. Y. K.	3. Dec.
Shanghai, Kobe and Yokohama	Sawa M.	N. Y. K.	14. Dec.

NOTICE.



NOTICE.
MITSUBISHI KAIISHA.
(MITSUBISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF
TAKASIMA, OCHI, MUTABE, KISH-
ISAKI, YOSHIMOTO, NISHI, NAKA-
ZUTA, SAITO, KANADA, SHINHEI,
KAWAYAMA, BIRAI and YUHAN
Collieries.

Agents for SAKITO COAL.

HEAD OFFICE:—
MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI
MOJI, KATSUJI, WAKAMATSU,
OTARU, MURORO, KASUGA, KOBE,
OSAKA, KURE, TOKYO, YOKO-
HAMA, NAGOYA, TSURUGA, YADU-
YOSHI, HANKOW, PEKING,
DAIKEN, TAIPEI, LONDON, NEW
YORK, SHANGHAI, HONGKONG,
HAIKONG, CANTON and
SINGAPORE.

Cable Address:—"IWASAKI,"
Codes: AL A.B.C. 5th Ed., West-
ern Union, and Bentley's.

AGENCIES:—

CHINKIANG—Messrs. GEAR-
ING & CO., MANILA—Messrs.
MACONDRAY & CO., SINGA-
PORE—Messrs. BORNCO CO.,
LTD., GLASGOW—Messrs. A.H.
BROWN, McFARLANE & CO., LTD.

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Manager,

Hongkong, No. 2, Pedder Street.

CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO.,
LIMITED,
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Co's Steamer

"PYRRHUS,"

are hereby notified that the Car-
go will be discharged into Holt's
Wharf, Kowloon, where it will
lie at Consignee's risk. The
Cargo will be ready for delivery
from Godown on and after 15th
November.

Optional cargo will be landed,
unless notice has been given
prior to steamer's arrival.

All broken, chafed, and damag-
ed goods are to be left in the
Godowns, where they will be
examined on any Tuesdays and
Fridays between the hours of
10.45 a.m. and noon within the
free storage period.

No claims will be admitted
after the Goods have left the
steamer's Godown, and all Goods
remaining undelivered after the
20th November, will be subject
to rent.

All Claims against the Steamer
must be presented to the under-
signed on or before the 3rd Dec.
or they will not be recognised.

No Fire Insurance will be
effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 15th November, 1917.

CONSIGNEES

CHINA MAIL S.S. CO., LTD.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO,
HONOLULU, JAPAN
PORTS & SHANGHAI.

THE S.S. "CHINA."

Having arrived, Consignees of
cargo are hereby notified to send
in their Bills of Lading duly
endorsed for countersignature
and take immediate delivery of
their cargo from ship's side.

"Cargo impeding discharge will
be landed immediately and cargo
remaining on board after MON-
DAY, 12th inst. at 5 P.M. will be
landed and stored in the Com-
pany's Godown at Consignees'
risk and expense.

Cargo remaining undelivered
after FRIDAY, 16th inst. will be
subject to rent.

All broken, chafed and damag-
ed goods will be landed in the
Company's Godown, where they
will be examined on FRIDAY,
16th inst. at 2.30 P.M.

No Fire Insurance whatever
will be effected.

No claims will be recognised
after the goods have left ship's
side or Godown and all claims
must be presented within two
weeks of ship's arrival, other-
wise they will not be recognised.

O. H. BITTER,

Agent.

Prince's Building, Ground Floor.
Hongkong, 10th November, 1917.

TOYO KISEN KAISHA.

s.s. "SEIYO MARU,"

From SOUTH AMERICAN
PORTS, SAN FRANCISCO
and JAPAN PORTS.

The above named steamer
having arrived, consignees of
cargo are hereby notified to
send in their Bills of Lading for
counter-signature, and to take
immediate delivery of cargo from
alongside.

Cargo remaining undelivered
on 11th November, at 5 P.M., will
be landed at consignees' risk and
expense, and delivery must then
be taken from the Company's
Godown.

Storage charge will be assess-
ed on all cargo remaining un-
delivered on 15th November, at
5 P.M.

No Fire Insurance whatever
will be effected.

No Claim will be recognised
after the goods have left the
Steamer or Godown.

All chafed and damaged cargo
will be landed into the Company's
Godown, where they will be
examined on the 17th November,
at 10 A.M.

No Claim will be recognised if
filed after the 24th November,
1917.

T. DATOO,

Agent.

Hongkong, 3rd November 1917.

NOTICE.

TAIKOO DOCKYARD.
BUILDERS OF SHIPS, ENGINES,
BOILERS

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Forgemasters, Brass and Iron Founders,
Electrical and Mechanical Engineers.

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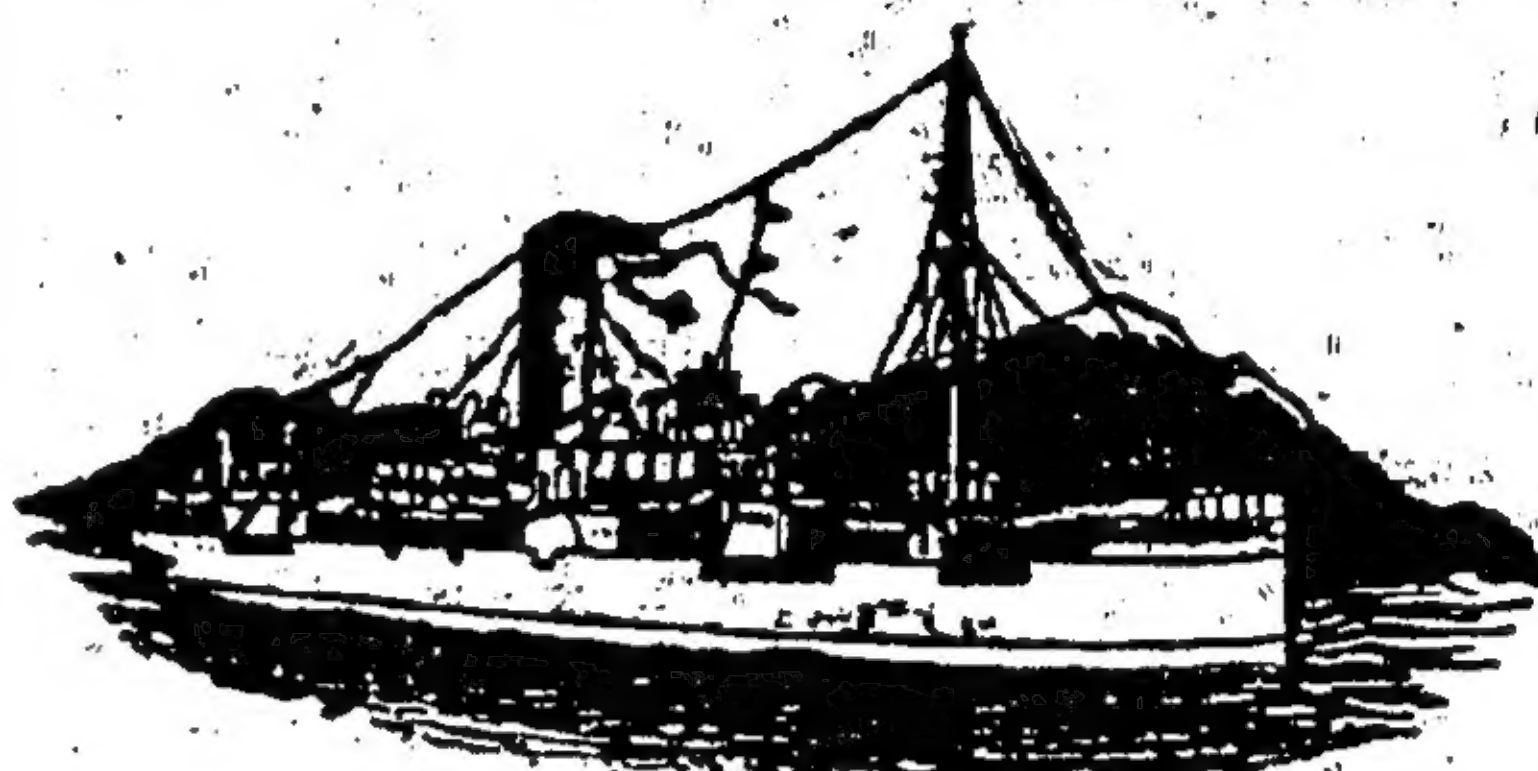
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ELECTRIC CRANES

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BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

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NOTICE

During the absence of the staff
compiling a Dollar Directory in Singa-
pore, the affairs of the

HONGKONG
DOLLAR DIRECTORY

are being handled by Messrs. Kelly
& Walsh, Chater Road, to whom all
communications can be addressed.

Our P. O. Box is 431

Our Telephone No. 1906.

MOVEMENTS OF
STEAMERS.

The s.s. CHINA will be despatched
Voy. 11 Home, on Friday, November
16th, at 1 p.m. to San Francisco, via
Shanghai, Nagasaki, Kobe, Yokohama
and Honolulu.

CONSIGNEES

"GLEN" LINE OF
STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

THE Steamship

"GLENAMOY,"

having arrived, Consignees of
cargo by her are hereby informed
that all goods are being landed
at their risk into the Godowns
and/or extra hazardous Godowns
of the Hongkong and Kowloon
Wharf and Godown Company,
Limited, whence, and/or from the
wharves, delivery may be
obtained.

Goods not cleared by 5 p.m.
on 21st November, 1917, will be
subject to rent.

All broken, chafed and damag-
ed packages are to be left in
the Godowns, where they will be
examined by Messrs. Goddard
and Douglass on 21st November,
1917, at 9.30 A.M.

Claims against the steamer
must be presented within 10
days of arrival otherwise they
will not be recognized.

No Fire Insurance will be
effected, by us in any case what-
ever.

Bills of Lading will be counter-
signed by

JARDINE, MATHESON

& CO., LTD.

Agents.

Hongkong, 14th November, 1917.

UNCLAIMED TELEGRAMS.

Eastern Extension, Australasia
& China Telegraph Co.

Chutuhing Shop Keng Phet
Yuen, from Cholon.

Hanskee, Bonham Str. W.,
from Manila.

Marques Emilio, from Shang-
hai.

Oysin, 430 Connaught Road
West from Panang.

Peters Jardine, from Saigon.

Shane c/o B. & S., from Liver-
pool.

Talling, from Hankow.

Tranching from Saigon.

Yeung, 18 Station, from
Ithaca.

J. M. BECK,

Superintendent,

Hongkong, Nov. 9, 1917.

The Great Northern Telegraph
Company, Ltd.

Shohingthoon, Great Eastern
Hotel, from Amoy.

Shingkee, from Tientsin.

Shuntyck, from Kobe.

T. KERING,

Act. Superintendent.

Hongkong, Nov. 9, 1917.

W. C. HUMPHREYS
& CO.
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Crude Oil Engines

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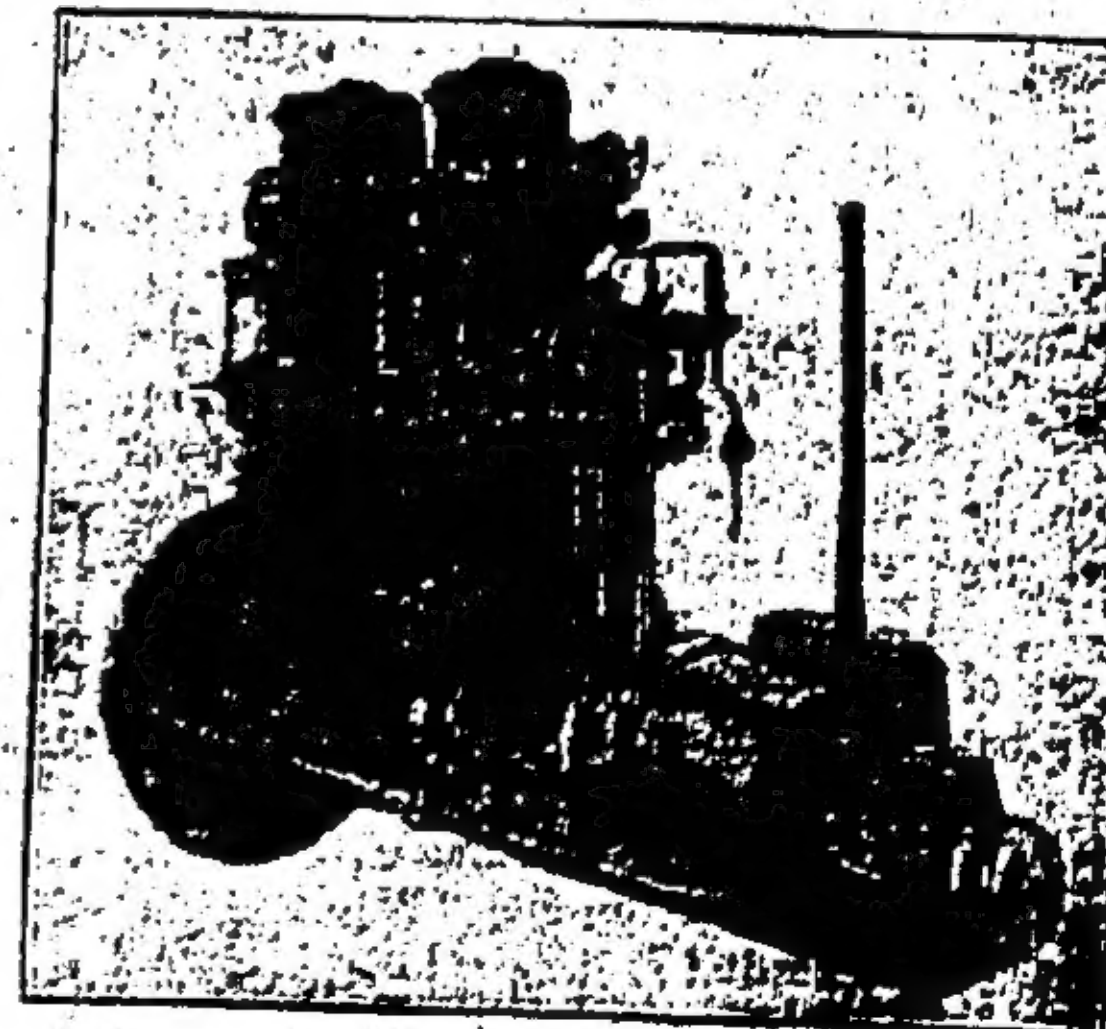
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Stocks & spares al-
ways on hand.

Goodlass and, Wall
paints & anti-fouling &
anti-corrosive ships'
bottom composition.

Glyco anti-friction
metal.

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reliability with in-
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Refreshments on the Roof Garden.

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REUTER'S TELEGRAMS.

(Continued from Page 1.)

OPERATIONS IN THE WEST.

London, November 14.

Field Marshal Sir Douglas Haig, reporting on aviation activities, states: On Monday our aeroplanes fired their machine guns at many ground targets and bombed various centres of hostile activity. The enemy's aeroplanes dropped a few bombs on our side of the line. We brought down one and drove down five machines. Two of ours have not returned.

A French communiqué states: The enemy vigorously opposed our guns and bombarded our lines in Champagne in the region of the heights and some points in Argonne. Field Marshal Sir Douglas Haig reports increased enemy artillery activity all day at a number of points on the Ypres battle front, especially in the neighbourhood of Pesschendale.

LORD READING'S RETURN.

London, November 13.

It is officially stated that Lord Reading has completed his mission in America and has arrived in England.

THE VATICAN AND THE WAR.

Religious Unconcern with Morality.

An Allied diplomat, a Roman Catholic, long resident in Rome, has had an interview with the Pope and contributes the following article about it to the *Daily News*.

It may be as well to state that according to all available opinion the note was not dictated by Austria. I think his note, as well as the Pope's consistent attitude of impartiality, may be ascribed to three motives. They will perhaps help the public to understand some of the sentiment in his remarks.

The Pope is not in the least Germanophile. He is quite the reverse; but the terrible and calamitous nature of this war has led him to overlook the especially cruel manner with which Germany has waged it. Disregard of Russia has been a absolute obsession of his before.

His motives are: 1. A desire to obtain a seat at the peace conference, at which the question of temporal power may be reconsidered by the principal world powers. 2. Fear to offend powerful Roman Catholics, thereby incidentally giving an impetus to the German modernism school at Munich, which before the war had become restive and undisciplined. 3. Fear lest the Austrian Empire, the greatest of Catholic powers, should suffer shipwreck.

The Pope received me within unusual degrees of stiffness. I made the three customary genuflections with an unusual degree of nervousness and was relieved to find myself, at the Pontiff's invitation, seated on one of three gilded armchairs in which pilgrims and princes have sat. The Pontiff broke the silence, as etiquette requires. He spoke in French, but later we both lapsed into Italian.

"Welcome, my son," he said. "Holy Father," I began, "I come to you as a member of a race which, like the Jews, has neither temple nor country. Our race is dispersed to the four corners of the earth and our country lies under the iron heel of the invader. All these calamities have been occasioned by—"

"By what, my son?"

"By an alliance between the descendants of Luther and the followers of Mohammed."

The Pope, with a gesture of impatience: "Luther, yes; but these Russians?"

"The Russians?" I said. "The Russians are determined to get Constantinople."

"But Russian occupation of Constantinople will not be absolute. The other Entente powers will have a strong influence there."

"You are ill-informed," the Pope replied. "I know that the Entente has promised Constantinople to Russia."

"And if they do, Holy Father, Russian occupation of Constantinople would mean an end of this nightmare of Turkey in Europe."

The Pope (brusquely): "Well, well. What does the Entente really want? What is their programme? No man knows what they want and they never show any desire to formulate one."

A VILLAGE SCHOOL.

Prime Minister's Tribute to His Old Teacher.

Mr. Lloyd George unveiled recently at the Institute, Llanystumdwy, near Criccieth, portraits of Sir Hugh J. Ellis-Nanney and the late Mr. David Evans, the Prime Minister's old schoolmaster. Llanystumdwy is the village in which Mr. Lloyd George was brought up by his uncle, Mr. Richard Lloyd. Sir Hugh Ellis-Nanney was the chairman of the managers of the Llanystumdwy village church school at the time Mr. Lloyd George began his education there at the age of three years and seven months. Later when the Prime Minister entered public life Sir Hugh was his political opponent and fought two contests against him for the representation of the Carnarvon Boroughs.

In unveiling the portrait of Sir Hugh Ellis-Nanney, Mr. Lloyd George said when any man had lived in a neighbourhood, and especially in a small and quiet neighbourhood, for over a generation and at the end of it had greater respect and affection among his fellow parishioners than he had at the first, depend upon it that he had sound qualities. That was entirely the case with Sir Hugh Ellis-Nanney. He was no absentee landlord. He had lived among the people there through all the years and had devoted the whole of his time, energy, and capacity to the service of the people among whom he dwelt. He had taken part in all their public work, and at the end of it, in spite of political and religious differences, he had won the respect and affection of all.

The fact, the Prime Minister continued, that Sir Hugh and I are on the same platform is a symbol of national unity. (Cheers.) We have had a fall once or twice, and let me tell you this as an old public controversialist and as one who has fought many people and has had many people fighting him—there is no better way of discovering the quality of a man than by fighting him. Friendship is one way; that is a good way. But I am not sure it is not a more searching way to fight a man. Then you know what he is like (laughter), and I have never had a fairer and a more upright and straightforward opponent than Sir Hugh. He has fought in a country that is traditionally Radical, where the people by upbringing and conviction hold different political views from those he holds, and it requires great courage under those conditions to stand up for the minority. It is not easy to stand up for the principles of the minority in any circumstances. Although he (the Prime Minister) might disagree with a man, if he was standing against an overwhelming majority he respected that man's convictions, however objectionable they might be to him. Sir Hugh Ellis-Nanney had gained the highest respect in spite of his unfortunate political principles. (Laughter.)

Llanystumdwy Day. Mr. Lloyd George then unveiled the portrait of his old schoolmaster. He was in many ways a very remarkable man, said the Prime Minister, and I think that will be the testimony of all those who had the advantage of his instruction. He was in fact a man who was considerably in advance of his time. He had received a better education than the average of schoolmasters at that date, but I am sorry to say that it is a long time ago, and things have moved very rapidly since then. He had, I think, a genius for teaching, and I have compared notes a good deal with men who were at school at that time. He had the special gift of interesting children. He did not teach mechanically; he was not a good man for putting a school through examinations, getting the highest grade grant—I forget what it was called in those days—but he managed to bring out the intelligence of his pupils. I am not referring to myself as a pupil with him, but to others who were at school at the time. My brother also knows that I am not referring to him. I can assure him that he was not in my mind in the least. (Laughter.) I remember especially

about my old schoolmaster that he was a man with the gift of real eloquence. He had a great, fine, resonant voice, and I remember very well that when he gave his Scripture lesson to my class you could hear his great voice ringing it through the class, and all the pupils and all the classes dropped their pencils and turned in the direction of the old schoolmaster giving the Scripture lesson to another class. Well that shows that he was a man of really very exceptional qualities. He was a silent man in spite of his eloquence, a man of great dignity of character, and, as I remember very poignantly, a stern disciplinarian. Many a time do I recollect the rows that I made that when I got big I'd pay him back for the thrashing I had had, but children's vows are rather like German treaties—they are soon forgotten, although for a very much better reason—and now, whenever I meet the old pupils of David Evans they talk of him with high admiration and with deep affection.

I remember that one test of the esteem in which he was held as a teacher was this: the children from the neighbouring parishes used to go to his school and pay extra fees in order to have the privilege of being taught by Mr. David Evans. These men I have known—many of them are men who have attained good positions in many walks of life—and they will to-day tell you that they attribute it very largely to the great gift which David Evans had of giving them an interest in their work, of stimulating their enthusiasm and their talent, and of impelling it along the road to better things. I am glad I had this opportunity of paying this slight testimony to the services rendered to me personally by Mr. David Evans. I remember the assistance he gave in those days. You did not get the great system of secondary education you have got now. Now you have a ladder which enables children in humble circumstances the moment they have put their foot on the lowest rung to mount, and it is their own fault if their do not climb to the top, because in this country you give now every opportunity for talent and industry to climb up, but in those days you did not get it. I remember very well that there were several pupils in the old school at Llanystumdwy who got special instruction from David Evans which was outside the curriculum of the school, and I especially remember the assistance he gave me on my preliminary law examination, when he taught me such Latin as I have forgotten. (Laughter.) Therefore I come here after a pretty tiring week first of all to pay my tribute of respect to an old political opponent, and in the second place my tribute of gratitude to the memory of my old schoolmaster David Evans. (Cheers.)

Turning to look at the portrait, the Prime Minister said: It is the head of a man of real intellect and power. I can well understand why all the old pupils of the school say that he was a man of real power and parts. Mr. Griffiths (the present schoolmaster of Llanystumdwy) then gave the record of Mr. Lloyd George's attendance at the school. He believed he would not be wrong in saying that Eton, Harrow, Rugby, Oxford, Cambridge, and the Welsh or any other universities in the kingdom would be delighted to have the record which the little village school could claim. The elementary teachers claimed that the Prime Minister was the direct product of an elementary school which was a record in the history of this old country.

Mr. Lloyd George.—No doubt you noticed when this record was being given that I was a little nervous. I was not quite sure what would appear in the log-book, and I am rather relieved to find it with nothing worse than you have heard.

LEAGUE CRICKET.

The following will represent the O.R.C. against R.G.A. on Saturday at 2 p.m. on the former's ground at Coneyway Bay:—Mr. Sze Kwong (Captain), Chow Yat Kwong, On How Fan, H. Ching, G. L. Ho Wing Kio, Ng Sze Yuen, Wong Kwok Kwong, Yew Man Ching, Wei Lee San and Wong So Kwong.

AMERICAN "INDIFFERENCE TO WAR ALARMING."

Letters Published By U.S. Security League.

The New York World, a strong pro-Ally and pro-war paper, says an "alarming indifference towards the war" and the imperative need to awaken the American people to the true situation that confronts them are points stressed in letters from prominent men in all parts of the country made public on September 3rd by the National Security League. Some of the letters quoted in the *World* read in part:—

Charles J. Bonaparte, former United States Attorney-General and Secretary of the Navy: "Our declaration of war has converted the profit, for practical purposes, into Germans or pro-Germans. It is unquestionably true that many of our citizens do not understand the reasons for the war."

Lafayette Young, former United States Senator from Iowa, Chairman of the Iowa State Council of Defence and of the Des Moines branch of the National Security League: "The people are not yet sufficiently aroused and the traitors are busily at work. There are a whole mass of traitors even in a State like Iowa. There never was a time when courage was so much needed as now. Germany has got this country baffled. I tell you that Germany is the most over-estimated country on the globe. We have got to get at the meat of things now. We've got to upset the German Empire by upsetting the German people."

Sidney J. Catts, Governor of Florida: "We made a great mistake by not being prepared for military triumphs and warfare. The cry of peace when there was no peace has moved over this country, fooling and deluding the people, until this terrible war with Germany has come about, which finds us fully unprepared."

Joseph M. Carey, former United States Senator and Governor of Wyoming: "The people of the country, it appears, are not uneasy—there are only unhappy that we are at war."

T. F. McCue, prominent lawyer of Orrington, N. D.: "Our young men have all registered and are responding to military call without any apparent resentment, but this is the result of a general disposition to obey law and order rather than a response from patriotic motives. When we find that about 80 per cent. of the young men who are called for examination pursuant to the draft claim exemption for one reason or another, it must be apparent that there is an undercurrent that is very unpatriotic. Spontaneous enthusiasm is lacking. It is hard for the people to understand that our country is attacked."

S. Clair Adams, Chairman of the Louisiana Division of the National Security League: "The apathy existing to a more or less extent elsewhere, exists here, due to the same cause—the distance of the theatre of the war from this country, the ignorance of the people as to America's war objects and, to a lesser belief that we are fighting the battle of other nations."

R. M. McClintock, managing editor of the *Wichita Eagle*: "There is strong prejudice throughout the State against men who have made millions in big business. Such men in Kansas, speaking from the Wall Street point of view, would but lend point to the argument that this is Wall Street's war."

J. T. Hornell, President of the Cumberland Valley National Bank, Nashville, Tenn.: "There is much work to be done in this locality to combat opposition to the Draft Law."

Jeanette M. Heavill, Douglas, Wyo.: "My honest conviction is that the only thing that will wake my people would be for a number of aeroplanes to fly over the cities and drop a few bombs."

C. D. Morris, owner of the St. Joseph, Mo., Gazette: "War conditions in this city are all right but the great sections of the central West are not enthusiastic."

LIGHT READING.

"The Police Reserve Gazette."

The November number of this bright and entertaining little publication has just been issued, and bears a very favourable comparison with the best of its predecessors. Reference is made by the editor, in his notes, to the fact that the *Gazette* has now completed the first year of its existence and is to-day "more popular than ever it has been." We profit our felicitations, and congratulate all connected with the magazine on the high standard of excellence it has consistently maintained, and on the vigorous appearance it continues to present. The contents of the current number are extremely readable and, being of a very varied character, are sure to appeal to a wide circle of readers. The *Gazette* is, of course, primarily intended for members of the Hongkong Police Reserve, but it will be found to suit the tastes of the public in general. As usual, the editor discourses agreeably on several matters of moment, and reference is made to the competitions of last month and the current month. "Extracts from the Diary of Samuel Oreed Peppy, Esq." touch on many local topical subjects with much humour. Number 2 of the Police Reserve Songs is entitled "The Synopsized Specials." "Bag" and is from the clever pen of "E. W. H." There is also a very good parody on the "Little Grey Home in the West" by "Maskee." Certain alleged "Topical Sayings by Famous Men" are not without merit and humour, and the same observation is applicable to the article entitled "Over the Walnuts and Wine." These are but a few of the good things in the magazine; there are many others. Lieut. Millington's cartoon entitled "A Chit-less Day" is extremely good and, as a good cartoon should do, it humorously illustrates a topical idea. Under the general heading of "The Formation and Growth of the Force," a very fine photograph is reproduced illustrating the appearance of the Force "After nine Months." We have much pleasure in again recommending the magazine to our readers, and of wishing it continued success as it enters upon its second year.

TEA WITH A TWANG.

Four "Old China Hands," travelling on the Canadian Pacific Railway bound for the *desire Orient*, were made the victims of a little joke which has been made public property through the columns of the *Kobe Herald*.

They were passing through what is known as one of the "Dry" Provinces, and naturally found the time passing rather wearily. At a certain station, where there was a stop of 10 minutes, a man stepped on to the train with a basket filled with tea pots. With a suggestive wink, and an inclination of his head toward the basket, he remarked in an undertone:—"Buy a pot of tea, gentlemen? only \$2 each."

What a chance—would they buy one? Would they buy six, if he had them to spare, but as others might require a little light refreshment, they had to be satisfied with one each. One of the party was about to lift the lid of his tea pot, but was stopped by the vendor, who in a hoarse tone of horror said:—

"For Heaven's sake don't lift the lid, sir; someone might smell it. Put them under the seat till the train starts." This they promptly did, and the obliging pedlar left them midst glowing visions of the Kobe Club, and the Shanghai Club.

Eventually the train commenced to move, and the gentleman with his basket, now empty, stepped off, leaving the travellers to pursue their weary, but now much enlivened, way. Shortly after, as might be expected, an inspection of the tea pots took place, when it was found that they had bought of—old tea, and had tea at that.

TYTAM YUK RESERVOIR.

Memorial Stone to be Laid Next Month.

We are officially notified that a memorial stone to mark the completion of the large new dam and Contingent Works will be laid by His Excellency the Governor at Tytam Yuk on Saturday, December 22. The ceremony is intended to take place in the afternoon and the Government will, if possible, make arrangements to enable the public to attend it. The public will be notified later as to what arrangements have been made.

SHANGHAI RACES.

The Concluding Events.

The following are the concluding results of the Shanghai Races, these particulars being received by the Hongkong Club yesterday after we had gone to press:—

The Consolation Cup. Messrs. Winsome and Hasty's The Golden Oriole (Mr. Hill) 1 Mr. Ezra's Triumph (Mrs. Ezra) 2 Mr. Koames' Milkway (Mr. Vids) 3

Time:—2 mins. 39 3/5 secs. The Sub-Griffins' Consolation Cup. Mr. McBain's Golden Sab (Mr. McBain) 1 Mr. Beth's Hawkeye (Mr. Commons) 2 Mr. Dem's Loustic (Mr. Ezra) 3

Time:—2 mins. 46 2/5 secs. The Champion Sweepstakes. Messrs. Winsome and Hasty's The Oriole (Mr. Hill) 1 Mr. John Peel's Silver Streak (Mr. Johnstone) 2 Mr. John Liddell's Gladiator (Mr. Barkill) 3

Time:—2 min. 36 4/5 secs. The Manchu Stakes. Mr. Robson's The Spotted Bird (Mr. Moller) 1 Sir Ellis Kadourie's Kelgan Chief (Mr. Springfield) 2 Mr. S.B. Neill's Carrickfergus (Mr. Boyd) 3

Time:—2 min. 43 1/5 secs. The Nil Desperandum Cup. Mr. McBain's Golden Horn (Mr. Rowe) 1 Mr. Henry Humphreys' Brown Mouse (Mr. Knoll) 2 Mr. John Peel's Star of Doom (Mr. Johnstone) 3

Time:—1 min. 47 1/5 secs.

SWISS LOAN FOR GERMANY.

Large Credits Arranged in Return for Coal and Steel.

Details of the credit granted recently by Switzerland to Germany are now becoming known. It would appear that the German Government will issue licences for 200,000 tons of coal and 19,000 tons of iron and steel per month to be dispatched to Switzerland as far as circumstances allow. Prices are arranged and Switzerland will give Germany in exchange a monthly credit which, for a supply of 200,000 tons of coal, will amount to 20,000 francs (£200,000). If the supply does not reach 24,000 tons no credit will be opened; if the supply is 100,000 tons, the credit will be £400,000 francs (£180,000); and if the supply 150,000 tons the credit will be £1,250,000 francs (£450,000). If the credit is not provided, according to the agreement the price of coal may be raised.

The credit consists of bills in Swiss currency at three months' date, payable in Switzerland. They will bear the endorsement of a first-rate German bank, and will be renewed until the credit is repaid. Besides a general guarantee from the Reichsbank, there are deposited as security for the credit first-class German land mortgage bonds. It is argued that Switzerland had no choice, as it was quite impossible for the Allies to supply Swiss requirements in coal and iron. The credit will be repayable by monthly instalments, the first of which becomes due on Oct. 31, 1918; but it may be repaid earlier under certain conditions.

AN EXCELLENT
AUXILIARY.The Motor Transport
Volunteers.The following article is by
Victor MacClure:

Among the many volunteer formations that the war brought into being in Britain there is none that can lay better claim to useful service than the Motor Volunteer Corps. To understand the working of this branch of volunteer work, it might be better to take one example—that section which handles the stream of soldiers pouring into London in the early hours of the morning, proceeding on leave from overseas and from home units. There are no ordinary means of communication between railway stations, after the underground lines close—some where about midnight—until between five and six a.m. On Sunday the closed time for the buses and trams is even longer, and in the early days of the war, the troops who had to cross London from one terminus to another were obliged to find their own way as best they could. Since the majority of the men have quite a considerable amount of baggage and kit, it was no small trial for them to have to tramp across London under their heavy loads. Arriving in a great city, entirely ignorant of its pathways, weary men, perhaps struggling through driving rain, welcomed even the most questionable means of obtaining shelter and rest, and often fell prey to the dangers that lie in wait in every great city, so that in many cases they were robbed and worse and sometimes broke their leave and were left stranded, penniless and forlorn—very sick men.

It was a happy day, therefore, that led to the inauguration of a Volunteer Motor Transport Corps to deal with the problem of the soldier in transit from one station in London to another. The need of the fighting men had only to come to the notice of certain patriotic business men, and a Corps was formed to provide free transport for men arriving from the front on leave—this with the approval and sanction of the G.O.C. London District. The men who undertook this work were professional and business men who placed their own cars and commercial vehicles at the disposal of the Corps, giving their own services as drivers and orderlies. This was the first step.

After ten months of looking after the needs of the men coming from overseas to Victoria Station only, the Corps was requested by the G.O.C. London District, to make additional provision for the men arriving at other termini. On the 4th December, 1916, the additional work was taken in hand, and the men coming from the country to catch the train in the morning which takes

them back to France from leave, or those breaking their journey when proceeding on furlough at home, were looked after. How well the work has been done can be seen from the figures. Since the date when the larger scheme was initiated the Corps has transported over 300,000 men of H.M. Forces, free of charge, at night; that is to say, on an average from 10,000 to 15,000 men per week. On one night, taken casually from the returns, a Sunday, the Corps had 16 lorries and 15 cars working, they transported 1,650 men and directed 120 more and had 120 stations cleared by eight-thirty in the morning.

It is instructive to spend a night with the Motor Volunteer and he who would make a study of our soldiers and the best type of our voluntary workers, could not have a better opportunity. One sees the soldier coming from a country station arriving in London to break his journey perhaps for the North of England. He has never seen the city before, and as often as not, he is quite bewildered at the prospect of crossing London without guidance. He is greeted by a polite orderly in a smart grey-green uniform with dark green facings, who asks him where he wishes to go. Next moment he is shepherded into a waiting car or lorry, in which he finds a number of fellow-soldiers in like case with himself. If his train does not leave the other station for some hours, he is taken to the Rest House nearest his point of departure, his train is looked up for him, and he is told exactly how he stands and what he has to do. There is wisdom in the proceeding. It is found that if a soldier is left at the rest house nearest the station at which he arrived he usually wanders off, getting impatient, and makes for the station of his departure. Then he loses his way, and probably misses his train. When he is taken to his station and is left in a Y.M.C.A. but within a stone's throw, he is not inclined to wander, but will rest or sleep and wait with all patience for the train time.

One of the most charming things which one notices about the work of the Volunteer Motor Corps, is the mutual respect between the carriers and the carried. The Volunteers spare no pains in looking after the soldiers and declare that it is a distinct pleasure to work for them. They admire the splendid patience and never-failing good-humour of the soldiers, their willingness to make things easy for those looking after them, and their gratitude for the services rendered. The soldiers themselves show their gratitude in their own various and often quaint ways, and do not fail to express their appreciation of the work of the Volunteers.

But it is not alone in the way of transporting the troops that the Motor Volunteers help. A soldier may return in the early hours to a station where he has left his kit in the left-luggage office, and find the place shut up. It is the Motor Volunteer orderly that finds the key and discovers the wanted kit, or failing that, finds it later and sees that it goes after the man to his unit. Then again, a man may, through his

train being late, miss his connection and break his leave. The Motor Volunteer is there to vouch for the honesty of the excuse he tenders to his commanding officer who might otherwise be inclined to think it rather thin.

Nominally the work demanded of the members of the City London Motor Volunteer Corps (4th/23rd Squadron) is one night in six; in practice much more service is given by the members than that. It is manifestly impossible for men to carry out their day's work and do transport service every night, but the amount of service that each individual member puts in, is astonishing. In this unit there are men driving their own cars and drivers of commercial cars belonging to well-known firms, giving voluntary services at night after doing a full day's work. As an example of the spirit that prevails in the Corps, there may be cited the case of a "taxi" driver-owner who lends his car and his services at least one night in six; which means that he does a heavy night's work after a full day earning his living. A well-known firm of match manufacturers lends one car every night—or rather, a large capacity lorry—three on the busiest night, Saturday-Sunday.

The unit prides itself that it can place a member proficient in French and with a smattering of Flemish, perhaps, on each station, so that Belgian or French soldiers coming to this country are properly looked after. The work is not confined to soldiers exclusively. The sailors have come to know the vehicles of the Volunteer Transport, and are very quick at getting aboard the right car for the station they wish to reach.

As an example of the work the unit is sometimes called upon to do, there is the case of a number of Russian prisoners of war, escaped from Germany, arriving at one of the London Stations under the charge of men from Scotland Yard. They arrived in the early morning, and had to be conveyed to a rest camp just outside London. Lorries were detailed by the commandant of the unit, and the Russians were driven straight to their destination without delay.

The Corps has received official recognition from the Army Council and has been granted permission to increase its personnel and strength in vehicles, especially in the direction of heavy transport, as a measure to meet a National emergency. At the present moment, the strength is over two hundred cars and lorries with a personnel of about 300 men. A campaign of recruiting is in full swing with the object of increasing the number of lorries to about four times the present standard, with cars and a large increase in motor-cycles and personnel.

There should be no difficulty attaining the standard aimed at, especially if the value of the work done by the unit could be made more widely known. A taste of the work is the best incentive; one instinctively wishes to be helping when the work is seen in progress. The service carries its reward in itself. It brings one in contact with that admirable person, the British soldier, with all his lovable qualities, his faith in you, his essential decency. The Commandant of the London Unit tells the story of one Scots Soldier who got stranded in London with no money. His wife was ill and he wished to get to Scotland to see her. The Commandant advanced the money and the Scot caught the early train. Next morning the amount was returned by wire and, a few nights later, the Commandant's hand was wrung by the soldier who had been waiting in the station for some hours, having missed an earlier train in order to thank his helper.

The work done by the Motor Volunteer Corps is worthy of the fullest recognition. It is carried out without friction, easily and happily, and that at a time of night when the most of us are fast asleep. There is no parade about it. It is simply a sincere and exceedingly useful piece of work, done because the need was there, with no thought of honour and glory. But our officers and men understand.

COMMERCIAL NEWS.

Australian Wheat.

A report from Melbourne states that Australia is preparing to spend £2,818,333 in constructing giant silos to store her wheat, as tonnage is lacking to carry it overseas. There is in Australia 3,500,000 tons of wheat, most of which has been sold to the British Government but is to be held by Australia until the end of this year. By next February there will be between 5,000,000 and 6,000,000 tons of wheat in the Commonwealth, representing an asset of £50,000,000. The Wheat Storage Commission created by the new bill recently introduced in the House of Representatives will exercise a general supervision over the whole matter. The Commonwealth will lead the money to the states to build the silos and the states will pay the Commonwealth interest at a rate to be fixed. There will probably be 100 silos of an individual capacity of 50,000 bushels providing storage for one-third of a normal wheat crop, or roughly 50,000,000 bushels. A sinking fund will be created which will cover the cost of the silos in 10 years. To meet this fund a charge of one-eighth of a penny a month will be made on every bushel stored. These storage silos will most probably form part of a bulk handling scheme after the war.

Metal Market in Japan.

Lead, antimony and other miscellaneous metals have got markedly weaker here partly in sympathy with their foreign markets and partly because of the reduction in their sales here as the result of the present business recession, says the *Japan Advertiser* of November 2. Zinc is scarcely in demand in Japan and in its market only few transactions are scored each day. Prices are lower by ¥1 in better qualities and by 50 sen in intermediate grades as compared with some time ago when the metal was still active. It is held by men in the line that the metal would not be able to recover easily because the products of various zinc mills have recently increased at a greater pace than consumption or foreign purchases. Tin is in sympathy with its Hongkong market where with the slump in tin silver tin is dropping. In Osaka the visible stock of tin as shipped from Hongkong is steadily accumulating. Singapore also sends stocks although in small parcels. Accordingly the market here has a plentiful supply of the metal. Prices are hardly maintained and, if sales decrease any more there might be a serious slump in the metal. Lead is also remarkably weak here in sympathy with America and Australia. According to a New York report the American lead market is devoid of life. An Australian report also says that the market there is depressed and scarcely any transactions are scored in spot cargo, futures being on the decline. The market in Japan is completely in keeping with those foreign markets and believed by men in the line to be hopelessly dull. Foreign purchases of antimony are on the decline, but home demand does not make good the loss in foreign deals. Therefore, prices are dull.

Ha-f-Sovereigns for 3d. Bits.

A promise made 25 years ago has just been redeemed by Lady Pender, of Dumbhead St. Andrew, Wilt. At her silver wedding celebration in 1892 she gave threepenny pieces to number of children, who were told that they would be exchanged for half-sovereigns at the golden wedding. Nearly 30 of the recipients returned their silver coins when Sir James and Lady Pender celebrated their golden wedding this year, and each one has received the promised half-sovereign. Lady Pender has had the threepenny pieces gilded and made into a necklace as a souvenir.

HONGKONG SHARE
REPORT.S.—SELLERS; SA.—SALES;
B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.

BANKS.

MARINE INSURANCES.

FIRE INSURANCES.

SHIPPING.

REFINERIES.

MINING.

DOCKS, WHARVES,
GODOWNS, & C.LANDS, HOTELS
AND BUILDINGS.

COTTON MILLS.

MISCELLANEOUS.

BENJAMIN & POTTS.

Share and General Brokers.

Princes Building.

Tel. address: Broker.

EXCHANGE.

SELLING.

BUYING.

DISCOUNT PER \$100.

SUBSIDIARY COINS.

THE CHINA PROVIDENT

LOAN AND MORTGAGE

CO., LTD.

(Capital Paid up—\$1,250,000.)

Lends on Mortgage of House Property, etc.

Advances made on Mercantile.

Lends on the Security of Government.

Lends on the Security of the Bank of China.

Lends on the Security of the Bank of Communications.

Lends on the Security of the Bank of India.

Lends on the Security of the Bank of Japan.

Lends on the Security of the Bank of Korea.

Lends on the Security of the Bank of Siam.

Lends on the Security of the Bank of Persia.

Lends on the Security of the Bank of Egypt.

Lends on the Security of the Bank of Greece.

Lends on the Security of the Bank of Italy.

Lends on the Security of the Bank of Spain.

Lends on the Security of the Bank of Portugal.

Lends on the Security of the Bank of France.

Lends on the Security of the Bank of England.

Lends on the Security of the Bank of America.

Lends on the Security of the Bank of Canada.

Lends on the Security of the Bank of Australia.

Lends on the Security of the Bank of New Zealand.

Lends on the Security of the Bank of South Africa.

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Lends on the Security of the Bank of Japan.

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Lends on the Security of the Bank of Canada.

Lends on the Security of the Bank of Australia.

Lends on the Security of the Bank of New Zealand.

Lends on the Security of the Bank of South Africa.

BANKS

BANK OF CANTON.

LIMITED.

HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and

General Banking Business

Transacted.

INTEREST ON FIXED

DEPOSITS:

For 3 Months 3% per annum.

For 6 Months 4% per annum.

For 12 Months 4% per annum.

LOOK POON SHAN;

Chief Manager.

BANQUE INDUSTRIELLE

DE CHINE.

行銀業實法中

Capital (Paid up) ... Francs 45,000,000

(1/3 of the Capital subscribed by the

Government of the Chinese Republic.)

Chairman of the

Board of Directors: Andre Berthelot.

General Manager: A. J. Pernot.

HEAD OFFICE, PARIS

BRANCHES:

PEKING, SHANGHAI, TIENTSIN

HONGKONG, and SAIGON.

BANKERS.

In FRANCE: Société Générale pour

favoriser le Développement du Com-

merce et de l'Industrie en France.

In LONDON: London County & West-

minster Bank, Ltd.

In NEW YORK: Citicorp and Co.

In ITALY: Banca Commerciale Italiana.

Telegraphic Address: CHIBANKIND.

Interest allowed on Current Accounts

and Fixed Deposits. Terms on application.

Every description of Banking and

Exchange business transacted.

M. ROUET DE JOURNELL, Manager.

HONGKONG BRANCH:

Queen's Building, Tel. No. 2352

3, Charter Road.

Hongkong, 20th August, 1917.

NOTICES.

NOTICE.

PEAK TRAMWAY CO.

LIMITED.

TIME TABLE.

SUNDAY:

NIGHT CARS:

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BANKS

HONGKONG & SHANGHAI

BANKING CORPORA-

TION.

Paid-up Capital ... \$15,000,000

RESERVE FUNDS:

Sterling

\$1,500,000 at 2/-

Silver ... \$18,500,000

Reserve Liability of

Proprietors ... \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. S. P. Dowell, Chairman.

Hon. Mr. P. E. Astor, Hon. Mr. J. C. Galloway, Hon.

O. T. M. Edin, Hon. Mr. W. J. Patterson, Hon.

A. B. Condon.

CHIEF MANAGER:

Hongkong & Shanghai Banking Corp., Ltd.

On Current Accounts at the rate of 5 per cent. per

annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 3 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

For 18 months, 4 per cent. per annum.

For 24 months, 4 per cent. per annum.

For 30 months, 4 per cent. per annum.

For 36 months, 4 per cent. per annum.

For 42 months, 4 per cent. per annum.

For 48 months, 4 per cent. per annum.

For 54 months, 4 per cent. per annum.

For 60 months, 4 per cent. per annum.

For 66 months, 4 per cent. per annum.

For 72 months, 4 per cent. per annum.

For 78 months, 4 per cent. per annum.

For 84 months, 4 per cent. per annum.

For 90 months, 4 per cent. per annum.

For 96 months, 4 per cent. per annum.

For 102 months, 4 per cent. per annum.

For 108 months, 4 per cent. per annum.

For 114 months, 4 per cent. per annum.

For 120 months, 4 per cent. per annum.

For 126 months, 4 per cent. per

SMOKED EVERYWHERE BY
(NEARLY) EVERYBODY.

No. 7. Motoring.

"THE MIXTURE OF
MATCHLESS MERIT."

GARRICK MIXTURE

Lambert & Butler,
England.



THIS ADVERTISEMENT IS ISSUED BY THE
BRITISH-AMERICAN TOBACCO CO., LTD.

POST OFFICE.

The parcel post service to British East Africa and Egypt (except for members of the Expeditionary Forces) and to Abyssinia, Ethiopia, French Somali Coast, Italian Somaliland, Portuguese East Africa and Zanzibar has been suspended.

On and after the 1st October, 1917, the rate of postage on letters from Hongkong to Fathun, Chan Chuen, and Whampoa will be 4 cents for each ounce or fraction thereof.

Correspondence addressed to enemy subjects in China, Siam, Siberia and Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Unopened parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Letters (ranked at the 4 cents rate addressed to Yunnan and Mongolia and other places in the Province of Yunnan should be superscribed with the words "For delivery by the Chinese Post Office."

Parcels for Greece cannot be accepted for transmission unless accompanied by a special permit issued by the British Minister at Athens.

Arrangements have been made for the transmission of parcels to the United Kingdom via Canada.

The rates of postage are as follows:—
Parcel not over 3 lbs. . . . 90 cents.
Do. 7 lbs. . . . \$1.20
Do. 11 lbs. . . . 2.00

No insurance can be effected on parcels sent by this route.

IMPORT PROHIBITIONS.

The public are informed that the undermentioned articles are prohibited from importation into the United Kingdom, either by letter post or by parcel post:—

Gold and silver articles or ornaments including gold and silver watches and jewelry of any description.

Letters and parcels containing such articles cannot therefore be accepted for transmission by the Post Office.

The Parcel Post service to Aden (except in respect of parcels for military and naval addresses) has been suspended.

FRENCH PARCEL REGULATIONS.

The Public are informed that the new regulations adopted by the French Customs in respect of parcels sent to France, Corsica and Algeria must be filled in the columns of the regular Customs Declaration particularly and exactly, omitting none of the headings comprised therein.

It is furthermore absolutely necessary to show in the above declaration (1) The full name and address of the addressee (2) A statement as to whether the contents are intended for State supplies or not.

LOCAL AND REGULAR MAILS OUTWARD.

Tai O.—Week days, 5 p.m.
Tai Po.—Week days, 10 a.m.; Sundays, 9 a.m.
Cheung Chow.—Week days, 7.30 a.m. and 3 p.m.
Stanley, Shatin and Sheung Shui.—Week days, 4 p.m.
Aberdeen, Au Tau, Ping Shan, Sai Kung, San Tin and Stanley.—Week days, 4.30 p.m.
Canton, Samshui, and Wanchow.—Week days, 7.30 a.m.; Registration 5 p.m.; Letters 6 p.m.; Sundays, 5 p.m.
Macao.—Week days, 1.15 a.m.; 1.30 p.m.; Sundays, 9 a.m.
Kowloon.—Week days, 6 p.m. Except Saturdays; Sundays, 5 p.m.
Kanton.—Week days, 10 a.m., 4 p.m.; Sundays, 9 a.m.

FROM SHEUNGWAN WESTERN BRANCH P.O.

Macao.—Week days, 7.30 a.m., 1.30 p.m.; Sundays, 9.30 a.m.; Holidays, 7.30 a.m., 1.30 p.m.
Canton.—Week days, 7.30 a.m., 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 7.30 a.m., 9.30 p.m.
Tai Po.—Week days, 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 9.30 p.m.
Shatin.—Week days, 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 9.30 p.m.
Kowloon.—Week days, 6 p.m.; Sundays, 5 p.m.; Holidays, 6 p.m.
Kanton.—Week days, 6 p.m.; Sundays, 5 p.m.; Holidays, 6 p.m.

WEATHER REPORT.

November 15d. 12h. 01m.—No return from Japan and Vladivostok. P. sea has increased slightly over Indo-China and decreased slightly elsewhere. An other anticyclone is probably forming over China; the depression is crossing the Philippines; it appears to be shallow.

Fresh monsoon will continue along the China Coast, and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 6.00 inch. Total since January 1st 80.34 inches against an average of 81.33 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock.	N.E. winds, fresh; sea.
2 Formosa Channel.	N. winds, strong.
3 South coast of China between H.K. and Lamook.	The same as No. 1.
4 South coast of China between H.K. and Hainan.	The same as No. 1.

China Coast Meteorological Register.

November 15. a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
Vorock	6a						
Nemuro	5a						
Hakodate							
Tokio							
Kochi							
Nagasaki							
Kyuma							
Osima							
Naha							
Yokohama							
Boon Is.							
Wharfedale	6a	29.24	42	25	n		5 b
Hankow							
Ichang							
Kiukiang							
Canton							
Shanghai		30.25	41	97	waw		1 b
Quing		31.11	50	101	nw		2 b
Swatow		30.03	62	92	w		2 b
Amoy		30.10	62	90			0 b
Swatow							
Taihou	5a	30.07	63	92			0 b
Tsien		29.94	63		n		4 b
Tientsin		29.87	61		n		4 b
Kobe		29.93	61		n		0 b
Pootung		30.00	68		n		7 b
Canton	6a	30.12	61	67	n		2 a
Hankow		30.07	66	40	nse		2 a
Gap Rock		20.5	5		nse		4 a
Wesley		30.05	63	55	nse		2 a
Wharfedale	9a						
Pakhoi							
Holow							
Touraine	7a	30.13	64	58	nse		2 a
Quing		29.97	72		nse		1 b
C. B. J.		29.81	64		nse		1 b
Amoy	6	29.84	77	84	nse		0 a
Ussung							
Wanli		29.78	72	66			0 a
Wangpi		29.75	77	92	nse		0 a
Tsien		29.71	75	96			0 a
Tsien		29.69	77	91	nw		0 a
Surigao		29.50	75		nse		4 a
Osaka	4.30	29.78	75		nse		4 a
Amoy	6	29.78	78	85	nw		0 a